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Special feature This Issue
Maine Boatbuilders' Show

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messing about in BOATS

Volume 11 - Number 24

May 1, 1994



messing
about in

BOATS



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Telephone is (508) 774-0906.

Publisher & Editor is Bob Hicks.

Volume 11 - Number 24

May 1, 1994

Our Next Issue...

Will bring you the articles I promised for this one that just didn't find room. Adventure tales will include Benjamin Lange's "My Vacation's Revenge", Richard Scheidman's "The Dog", and Eric Livingstone's "Dam". To these I'll add Lionel Taylor's "The Old Man and the Sound".

Projects will include Tora Johnson's "Apprenticing in the Catskills" and David Gulley's continuing "A Boat for Thin Water". "What You Are Building" will include Shields Bishop's rowprop experiment, Tom Page's Viking ship, Joe Kush's Gloucester Gull, Tony McGarry's Great Pelican and JoeThompson's Hogtown Bayou Boatshop projects.

Designs will include H. Douglas McNary's "The 12' Malibu Outrigger", Rich Alves' "Return of the Time Machine", Tim Barnum's "Open Water Rowing & Sailing Boat", and Phil Bolger's "Eight Oared Cutter". There'll also be rebuttal comment on modifying the Sea Pearl from Charlie Pearsall and C.D. Janes.

We'll have some stuff in the "Techniques, Tools & Materials" genre with Embassy Imprint's "Soundproof Chart", Thomas Foundry's "Thomas Oarlocks", Ralph Heinzerling's "Beach Rollers", Edwin Erland's "Gaff Rigging Black Skimmer", David Goodchild's "Likes Garry's Fiddle Blocks", and Jim Miller's "Another Laker".

There'll be two more of our growing collection of book reviews; Jim Michalak reviews Thomas Firth Jones' "Low Resistance Boats" and David Goodchild reviews William Garden's "Yacht Designs II".

On the Cover...

Charles Pritchard's "Wigeon" momentarily beached near Beaufort, North Carolina while on a shallow water trip last November that is featured in this issue.

Commentary

This issue wraps up another year for us publishing "Messing About in Boats", eleven of them are now history, 264 consecutive issues since that May 15, 1983 introductory effort. Your continuing support resulted in 1993 being our best year to date in terms of subscriber and advertiser growth and total cash flow for keeping afloat. It's been a steady gain year to year, never large, incremental really rather than exponential. We probably couldn't handle an exponential growth curve from this small upstairs room with its two desks and one worktable, castoff Mac SE computer and laserprinter, and the annex, the "mailing room" upstairs in the barn across the backyard with its 1960's vintage addressing machine.

Not much upgrading of equipment here since 1983, the money keeps on going out in vast amounts (for us) to the printer and the post office, with what's left over providing us with our livelihood. So we've not enjoyed "success" in the financial sense, but I feel quite successful having gotten away with this "cottage industry" as long as we have on so slim a budget.

Our operation is very much still at the "used car" level of our motor vehicles (1982 Ford van, 1985 Subaru station wagon, both well over 100,000 miles) in terms of equipment, but it all seems to work okay. Good thing, state of the art publishing equipment is simply beyond contemplation. It's helpful that our daughter has an office support business that includes an up to date "scanner" for getting most of the articles we receive into the computer for word processing without having to type them in. And that she casts off her older stuff onto Dad when she gets her latest new gear.

As we enter into our 12th year the continuing slow growth has also been felt in the growing demand for the limited available room in any one issue. As the on-the-water season commences again, our effort at bringing you a calendar of interesting events expands. So does the demand for classified ads. This issue finds the calendar spilling over onto a second page, and the classifieds spilling over onto a fifth page. I've already cut way back on the verbiage in both with minimal calendar info listings and use of conventional classified abbreviations. I've also reduced the type face size to the readable minimum. It's the increase in the total input that's still building the pressure for more pages.

I've talked about adding pages before as this implacable growth has gone on. Several obstacles stand in the way. The minimum increase that makes sense is eight pages, with sixteen being the most efficient in terms of cost per page, as the magazine is printed on sixteen page sheets of paper, two of which comprise the present thirty-two page issue. An eight page increase costs about 2/3rds as much as a sixteen page increase, not half. Four pages is out of the question. So, to add pages I'm looking at as much as a 25% increase in the printing bill, and this cannot be covered with our present subscription and advertising revenues without putting us back

into the red we survived through over the first half dozen years.

Were we able to afford the increase in printing, we'd then be faced with having to invest in costly new mailing equipment as our present addressing machine is at its limit with the present thickness of thirty-two pages to feed through it. Readers often wonder why we do not use computer print-out labels. We could set up the subscription file to do this (4,000 addresses to input first!) and print out labels. But then how to stick them on? The Cheshire machine needed for automatically doing this is way beyond reality for us, and the firms out there that will do this work for a fee do so at a fee substantially higher than what it presently costs us to do it in house. They all seem to need a lot more per hour for their services than I do. I can address all 4,000 inside of two hours on my 1965 machine, a hard act to beat.

Well, many of you have told me that you'd gladly pay more for a subscription, that it's worth more to you. I appreciate this, but also know this comes from a hard core of enthusiastic readers. There aren't enough of you to offset the loss of less dedicated readers that going to \$25 a year, say, would make happen. It continues to be like pulling teeth to add new subscribers, that low level gain I mention is the result of a lot of sample mailings and boat show distributions, and of gift subscriptions many of you purchase for friends. Even at \$20 this skinny little magazine the new prospect sees doesn't look like much.

I seem to go through this soul searching every year as we commence a new publishing year, and I communicate it to you, not looking for advice or guidance particularly, but so you'll know what the reality of such small scale publishing is. As many of you share now in this magazine's appeal through your contributions of the stories we all like so much, you should know these things about our limitations.

So well, Hicks, what are you going to do? Carry on, first of all, I love this work and also have no other options at my age for my economic survival. I've lived on the financial edge for thirty years and am not uncomfortable with it. But as recent years have actually eased the financial pressures here as growth has brought increasing revenues, I am reluctant to step back over to that rather abrupt edge with major increases in my costs of doing business. An increase in the income curve both from subscribers and advertisers would encourage the addition of those badly needed eight pages, but how to achieve this?

My recent attendance at the Maine Boatbuilders' Show again demonstrated to me how little we have penetrated into the small boat field in eleven years. About seven thousand people attended that show, probably fewer than a thousand of them readers of this magazine. One hundred eighty exhibitors showed their wares to small boat folks attending, about two dozen of them advertisers with me. Yes, we seem to have a long way to go yet.



UNITED STATES COAST GUARD AUXILIARY

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Contributed by Tom Shaw

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Spring Fitting Out: Include the Trailer

Springtime means "fitting out" and doing it right in the spring leads to hours of untroubled boating when the warm weather finally arrives. Many of us have used long, cold winter evenings to work up a list of "things I need to do", but have we included the trailer?

I am constantly amazed, when doing Courtesy Marine Examinations at local boat ramps, to see well kept boats arriving on trailers that show signs of serious neglect. It just does not make sense. Apart from the fact that an expensive and much loved boat depends on its trailer, towing a boat has a list of safety hazards all its own. Trailers will take a lot of neglect and even abuse, but they do need some degree of tender loving care. Here are some things you might want to check for your trailer:

Compatibility: How about checking the Gross Vehicle Weight Rating (GVWR) of your trailer (which should be either on the trailer itself or on your registration card). This is the weight of the trailer itself and all the weight it is expected to carry; your boat, the motor, the weight of fuel, and all the gear you normally carry on board. Drive over to a truck scale and see how much of a load you are hauling. If the total weight of trailer, boat and gear is within 15% of the GVWR give serious consideration to moving up to the next larger capacity trailer.

The Hitch: You need the proper class of hitch for the load you are hauling. There are two types; weight-carrying hitches and weight-distribution hitches which spread the load to all four wheels of your tow vehicle. How much "tongue weight" are you putting on the trailer hitch? To measure tongue weight, load the boat with all normal gear, disconnect from the tow vehicle and set a bathroom scale supported by some cinder blocks under the tongue and compare that weight with that recommended for your vehicle. If it is too much your car will be hard to handle, especially if it is front wheel drive. If it's too little, the trailer is apt to "fishtail".

Couplings: Make sure that the ball is exactly the right size for the coupling and carry a spare ball in case the original wears even slightly "out of round".

Brakes: The American Boat & Yacht Council recommends that there be trailer brakes for all wheels of trailers designed for gross weights of 1500 pounds or more, these can be electrical, hydraulic or surge brakes and they should operate automatically when you apply the tow vehicle's brake system. They should continue to operate even if the trailer is separated from the tow vehicle.

Lights: When did you last check the brake and turn signal lights on the trailer? Do you check them each time you retrieve your boat and before you drive away? (Most people do NOT and risk not only a traffic citation but an accident). Are spare

bulbs available? Have you considered a separate ground wire between trailer and tow vehicle frame? Even the best of "waterproof" trailer lights will not stand repeated immersion in the water. How about rigging a "light board" that rides above the transom and can be taken off and set aside during launch and retrieval? If you must immerse your trailer lights when you launch, be sure they are turned off otherwise the cold water will rapidly compress the warm air around the bulb and "suck" moisture into the fixture.

Tie Downs: Do you have a bow tie down separate from the winch and retrieving line? A short chain with a turnbuckle from the boat's bow ring to the base of the winch pedestal is inexpensive and a major safety device. And, if you are using any kind of line on your winch, replace it with cable. Nylon line stretches, polypropylene deteriorates with sunlight.

Chains: Safety chains are a legal requirement in most states. Too often they are improperly installed and are ineffective. They should be crossed under the hitch in such a way as to hold the trailer tongue off the ground should the ball/coupling fail. Otherwise, the tongue could dig into the road and cause the trailer to somersault. This means that the chains should be welded steel with a working test load equal to the trailer's gross weight. S-hooks are acceptable, but shackles are much stronger and safer. The chains should be just long enough to enable the trailer to turn, and made fast to a solid attachment point separate from the ball.

Launching: Ideally, the trailer hubs should not be immersed when you launch your boat, but this is not always possible due to the configuration of some ramps. If you can't keep the hubs out of the water, take time to let them cool off first or the heat will simply suck the bearings full of water.

This thorough checking of the trailer is not a major task; it is an important one. To paraphrase a familiar commercial, "So much is riding on your trailer"



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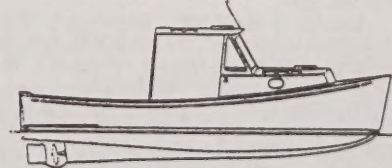
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Happenings

SPECIAL NOTICES:

For events requiring advanced arrangements.

JUNE 3-5:

Festival of the Paddle & Oar @ Alexandria Bay, NY. N.Y. State Parks & Recreation, (315) 482-2593.

JUNE 4-5:

Small Craft Weekend @ Mystic, CT. Mystic Seaport Museum, (203) 572-5028.

JUNE 11-12:

L.L. Bean Canoe Camp @ Bridgeton, ME. L.L. Bean, (800) 341-4341.

JULY 21-25:

WCHA Assembly '94 @ Paul Smiths, NY. Wooden Canoe Heritage Association, P.O. Box 226, Blue Mountain Lake, NY 12812.

JULY 29-31:

Wooden Boat Show @ Southwest Harbor, ME. "Wooden Boat" Magazine, (207) 359-4651.

AUGUST 4-7:

30th Annual Antique Boat Show @ Clayton, NY. The Antique Boat Museum, (315) 686-4104.

AUGUST 18-21:

Antique Race Boat Regatta @ Clayton, NY. The Antique Boat Museum, (315) 686-4104.

ONGOING EVENTS:

EVERY SUNDAY MORNING:

Breakfast Aboard the Schooner "Adventure" 9-12 @ Gloucester, MA. Gloucester "Adventure", (508) 281-8079.

THROUGH JUNE 12:

"Marlinspikes & Monkey's Fists Knots" Exhibition @ Michigan State University Museum, E. Lansing, MI.

STARTING JUNE 29:

Canoe Sailing every Wednesday night @ Brooklyn, NY. Sebago Canoe Club, (718) 331-8577.

THROUGH SUMMER '94:

"History of New England Yachting" Exhibit @ Salem, MA. Peabody Museum, (508) 745-1876 XT 3183.

"Steam & the Sea" Exhibit @ Salem, MA. Peabody Museum, (508) 745-1876 XT 3183.

"Luminist Maritime Paintings of George Curtis" Exhibit @ Salem, MA. Peabody Museum, (508) 745-1876 XT 3183.

APRIL - OCTOBER:

Thursday & Sunday Canoe Sailing @ Medford, MA. ACA N.E. Division, (508) 369-6668.

OPENING MAY 1:

Percy & Small Shipyard @ Bath, ME. Maine Maritime Museum, (207) 443-1316.

"Wrecked & Abandoned, the Sunken Ships of the Rondout & the Hudson" @ Kingston, NY. Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401.

THROUGH AUGUST 1:

"The Music & Art of Stan Huggill" Exhibition @ Mystic, CT. Mystic Seaport Museum, (203) 572-5317.

THROUGH SEPTEMBER:

"Art of the Yacht" Exhibition @ Mystic, CT. Mystic Seaport Museum, (203) 572-5317.

THROUGH OCTOBER:

Tuesday & Thursday Multi-Oar Rowing @ Essex, CT. Connecticut River Oar & Paddle Club, (203) 388-2343.

Exhibits @ Bath, ME: "Shipwreck", "William Palmer Fleet Collection", "Nautical Folk Art", "Family Fleets", "Maritime History of Maine". Maine Maritime Museum, (207) 443-1316.

"Images of the Sailor" Art Exhibition @ Mystic, CT. Mystic Seaport Museum, (203) 572-5317.

THROUGH 1994 SEASON:

"A Boat for All Seasons, the Simmons Sea Skiff" Exhibit @ Wilmington, NC. Cape Fear Museum, (919) 341-4350.

EVENTS NEXT TWO MONTHS:

MAY 1:

10th Annual Farmington Flatwater Frolic Canoe Race @ Farmington, CT. Farmington River Watershed Association, (203) 658-4442.

MAY 2-6:

Sailing & Maintaining a Traditional Schooner Seminar @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

MAY 2-18:

Model Ship Building @ Seattle, WA. Center for Wooden Boats, (206) 382-BOAT.

Sail Making & Repair Workshop @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

MAY 5:

Canoe/Kayak Demo Day @ Danbury, CT. Outdoor Sports Center, (203) 762-8324.

MAY 6-8:

Maritime History Symposium @ Bath, ME. Maine Maritime Museum, (207) 443-1316.

MAY 7:

Wooden Boat Show @ Beaufort, NC. N.C. Maritime Museum, (919) 728-7317.

NW Smallboat Messabout @ Everett, WA. NW Smallboat Messabout Society, (206) 334-4878.

Maine Canoe Poling Clinic @ Bangor, ME. Warren Cocrane, (207) 695-3668.

Upper Ashuelot Canoe Race @ Keene, NH. Peter Heed, (603) 399-7266.

Shad Run River Rowing Excursion @ Newburyport, MA. Rings Island Rowing Club, (508) 774-1507.

MAY 13-16:

Paddlers Spring Tuneup Weekend @ Exeter, RI. Baer's River Workshop, (401) 295-0855.

MAY 14:

Annual Spring Commissioning & River Race @ Essex, CT. Connecticut River Oar & Paddle Club, (203) 388-2343.

Quahog Bay Oar & Paddle Regatta @ Sebascodgan Island, ME. Henry Bird, (207) 725-6494.

MAY 14-15:

1st Ever Conroe Messabout @ Lake Conroe, TX. Tim Webber, (713) 350-5220.

100th Anniversary Model Yacht Sailing Regatta @ Marblehead, MA. Jim Dolan, (617) 631-2111.

Canoe Sailing Open House @ Round Valley Reservoir, NJ. Marilyn Vogel, (215) 453-9084.

MAY 15:

Spring Fling Flatwater Canoe Race @ Griswold, CT. Glenn Clark, (203) 445-6205.

Sail Handling Demonstration on "Star of India" @ San Diego, CA. San Diego Maritime Museum, (619) 234-9153.

MAY 16-21:

Fundamentals of Boatbuilding Course @ San Francisco, CA. Wooden Boat School, (207) 359-4651.

MAY 21:

24th Annual Housatonic Downriver Canoe Race @ Falls Village, CT. Bill Tingley, (203) 364-5321.

Central Connecticut Canoe Poling Slalom @ Burlington, CT. Ed Hayden, (203) 442-1170.

Splicing Galvanized Wire Rope Workshop @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

MAY 21-22:

Canoe Sailing Classes @ Medford, MA. ACA N.E. Division, (508) 369-6668.

Oar Making Class @ Beaufort, NC. N.C. Maritime Museum, (919) 728-7317.

MAY 22:

5th Annual Connecticut Canoe & Kayak Day @ Mansfield Center, CT. Sue Audette, (203) 456-4906.

Quinnipiac Downriver Canoe Classic @ Meriden, CT. Quinnipiac River Watershed Association, (203) 237-2237.

MAY 22-27:

Elderhostel Ocean Studies Seminar @ Woods Hole, MA. Sea Education Association, (800) 552-3633.

MAY 28:

Sailing Festival & Barbeque Bash @ Newport, RI. Sail Newport, (401) 849-8385.

Ashuelot River Poling Clinic @ Ashuelot, NH. Steve Stepenuck, (603) 352-7540.

MAY 28-30:

Canoe Sailing Cruise @ Sebago Lake, ME. ACA N.E. Division, (508) 369-6668.

MAY 28-JUNE 5:

2nd Annual Canoe Fest @ Liverpool, NY. St. Marie Among the Iroquois Living History Site, (315) 453-6767.

MAY 30-31:

Memorial Day Regatta @ Newport, RI. Sail Newport, (401) 849-8385.

JUNE 2-18:

Watershed Festival @ Various Locations on Merrimack River, MA & NH. Merrimack River Watershed Council, (508) 363-5777.

JUNE 3-5:

Used Boat Show @ Newport, RI. Newport Yachting Center, (401) 846-1600.

Festival of Paddle & Oar @ Fineview, NY. NY State Office of Parks 1000 Islands Region, (315) 482-2593.

Building a Penn Yan Dinghy Replica Workshop @ Clayton, NY. The Antique Boat Museum, (315) 686-4104.

JUNE 4:

River Ramble Canoe Race @ Simsbury, CT. Farmington River Watershed Association, (203) 658-4442.

Middle States Rowing Regatta @ Philadelphia, PA. Liz Bergen, (610) 221-5600.

Spar Making Workshop @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

Canoeing Workshops @ Freeport, ME: Solo Quietwater Canoeing, Women's Whitewater Canoeing. L.L. Bean, (800) 341-4341 XT 6666.

JUNE 4-5:

Annual Small Craft Workshop @ Mystic, CT. Mystic Seaport Museum, (203) 572-5323.

Greenwich Bay Regatta E. Greenwich, RI. E. Greenwich YC, (401) 438-6292.

Camping Weekend @ Sebago Lake, NY. Sebago Canoe Club, (718) 748-0624.

JUNE 4-5 & 11-12:

Canoe Restoration Workshop @ Seattle, WA. Center for Wooden Boats, (206) 382-BOAT.

JUNE 5:

Squamscott River Row @ Stratham, NH. Les Gould, (603) 772-7890.

5th Annual RC Steamboat Meet @ Orange, NJ. Charles Roth, (908) 638-8341.

Tandem Quietwater Canoeing Workshop @ Freeport, ME. L.L. Bean, (800) 341-4341 XT 6666.

JUNE 5-11:

Wooden Boat School Courses @ Brooklin, ME: Building the Dory Skiff, Marine Painting & Varnishing, Marine Surveying. Wooden Boat School, (207) 359-4651.

JUNE 5-18:

Fundamentals of Boatbuilding Course @ Brooklin, ME. Wooden Boat School, (207) 359-4651.

JUNE 11:

6th Annual Moosehead Lake Rowing Regatta @ Greenville Jct. ME. Betsey Rockwell, (207) 695-2680.

Canoe Camp @ Bridgeton, ME. L.L. Bean (800) 341-4341 XT 6666.

Cruise to Swans Island Preserve from Bath, ME. Maine Maritime Museum, (207) 443-1316.

Sound Cruise @ Old Lyme, CT. Connecticut River Oar & Paddle Club, (203) 388-2343.

Vessel Handling Under Power Workshop @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

JUNE 11-12:

5th Annual Midwest Messabout @ Rend Lake, IL. Jim Michalak, (618) 537-2167.

Norwalk Island Canoeing Campout @ Norwalk, CT. Sebago Canoe Club, (203) 838-5907.

NYC Annual Regatta @ Newport, RI. New York YC, (401) 846-1000.

Canoe Sailing Classes @ Medford, MA. ACA N.E. Division, (508) 369-6668.

JUNE 12:

RI Marathon Canoe Race @ Bradford, RI. Rhode Island Canoe Association, (401) 539-2565.

JUNE 12-18:

Wooden Boat School Courses @ Brooklin, ME: Build Your Own Cape Charles Kayak, Building Half Models, Surveying of Fiberglass Boats, Coastal Cruising Seamanship. Wooden Boat School, (207) 359-4651.

JUNE 13:

Tandem Quietwater Canoeing Workshop @ Freeport, ME. L.L. Bean, (800) 341-4341 XT 6666.

JUNE 15, 18, 22, 25-26:

Basic Canoe Sailing Course @ Brooklyn, NY. Sebago Canoe Club, (718) 331-8577.

JUNE 17:

Newport-Bermuda Race @ Newport, RI. (Cruising Club of America, (401) 295-0094.

JUNE 17-19:

7th Annual Antique & Classic Boat Festival @ St. Michaels, MD. Chesapeake Chapter Antique & Classic Boat Society, (302) 645-8686.

JUNE 18:

Contoocook River Bagle Chase Canoe Race @ Contoocook, NH. Tom Walton, (603) 746-3207.

Shetucket River Canoe Cruise @ Willimantic, CT. Columbia Canoe Club, (203) 235-8306 eves.

Paddle America Demo Day @ S. Kingstown, RI. Baer's River Workshop, (401) 295-0855.

Canoeing Workshops @ Freeport, ME: Tandem Canoeing, Solo Canoeing, Womens' Solo Canoeing. L.L. Bean, (800) 341-4341 XT 6666.

Refinishing Workshop @ Clayton, NY. The Antique Boat Museum, (315) 686-4104.

JUNE 18-19:

Small Boatbuilders' Get Together @ Valhalla, NY. Clearwater Hudson River Revival, (914) 462-3113 after 7:30 pm.

Canoe Sailing Rally @ Auburn, NH. ACE N.E. Division, (508) 369-6668.

Lake Sebago Steamboat Meet @ Watsons Grove, ME. David Hanscom, (207) 693-3786.

Klamath Lake Steamboat Meet @ Harriman Springs OR. Don Mentzer, (503) 772-6478.

Lofting Workshop @ Seattle, WA. Center for Wooden Boats, (206) 382-BOAT

JUNE 18-30:

Anticipated Finish of Double Handed Trans-Atlantic Race @ Newport, RI. Sail Newport, (401) 849-8385.

JUNE 19:

Shetucket River Canoe Race @ Willimantic, CT. Columbia Canoe Club, (203) 235-8306 eves.

Sailing Canoe Racing @ Brooklyn, NY. Sebago Canoe Club, (718) 331-8577.

Schuylkill Navy Rowing Regatta @ Philadelphia, PA. (610) 978-6919.

JUNE 19-24:

Block Island Race Week @ Block Island. Yachting Magazine, (212) 779-5085.

JUNE 19-25:

Wooden Boat School Courses @ Brooklin, ME: Building the Maine Guide Canoe, Marine Mechanics & Electronics, Computer Applications in Marine Design, Craft of Sail. Wooden Boat School, (207) 359-4651.

JUNE 20-23:

Great International Steamboat Flotilla on Rideau Canal, ON. William Burwell, (613) 432-4616.

JUNE 20-25:

Small Boat Construction Seminar @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

JUNE 21:

Cruise to Seguin Island Lighthouse from Bath, ME. Maine Maritime Museum, (207) 443-1316.

JUNE 23:

Tandem Canoeing Classic Strokes Workshop @ Freeport, ME. L.L. Bean, (800) 341-4341 XT 6666.

JUNE 25:

Bassett's Island Rowing Race @ Pocasset, MA. Russ Tarbell, (508) 564-4028.

Charlemont Lions Canoe Race @ Charlemont, MA. Dennis Waller, (413) 339-5357.

Canoeing Workshops @ Freeport, ME: Tandem Canoeing, Solo Quietwater Canoeing. L.L. Bean, (800) 341-4341 XT 6666.

JUNE 25-26:

Summer Solstice Melonseed Regatta @ Duxbury, MA. Roger Crawford, (617) 837-3666.

12 Meter Regatta @ Newport, RI. Wooden Boat Magazine, (207) 359-4651.

5th Annual Antique & Classic Boat Show @ Havre de Grace, MD. Havre de Grace Maritime Museum, (410) 939-4800.

JUNE 26:

Wild Goose Chase Canoe Race @ Pittsfield, MA. Bob MacDowell, (413) 743-7763.

JUNE 26-JULY 2:

Wooden Boat School Courses @ Brooklin, ME: Introduction to Metalworking for the Boatbuilder, Canoe Repair & Restoration, Marine Carving, Elements of Seamanship, Craft of Sail, Coastal Cruising Seamanship, Cruising Boat Seamanship for Young Sailors. Wooden Boat School, (207) 359-4651.

JUNE 28:

Windjammer Cruise from Bath, ME. Maine Maritime Museum, (207) 443-1316.

JUNE 29-30:

Windjammer Days @ Boothbay Harbor, ME. Maine Maritime Museum, (207) 443-1316.

JUNE 30:

Wood Regatta @ Southwest Harbor, ME. Wooden Boat Magazine, (207) 359-4651.

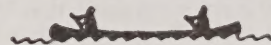
"There is nothing - absolutely nothing - half so much worth doing, as simply messing about in boats."

Kenneth Grahame from "The Wind in the Willows."

Send us your favorite quotes, or call us with them.

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13th Annual Atlantic Coast Sea Kayak Symposium.

A weekend designed for beginner to intermediate sea kayakers that will cover basic kayaking skills. July 16-17, Maine Maritime Academy, Castine, Maine.

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OKINAWAN MESSING ABOUT

A small boat here in Okinawa, Japan, would be, were we to be here for longer, ideal for exploring the reefs, inlets and lagoons of this semitropical island, 60 miles long by 3 to 14 miles wide. Plenty of places to launch, however roughly, but not much interest in sailing and few improved facilities except for the commercial fisherman. No market for other than traditional, powered, fishing boats in both wood (pegged log) and fiberglass construction. And prices for marine gear are at least double what they are in the U.S., particularly Japanese outboard motors, but also everything else made anywhere.

To satisfy my yearning to sail here I bought a WOR 60 Whitbread Ocean Racer. Well, a 1/20 scale model of one, actually, almost ready to sail, radio control, drawing about 13", 7' bulb to masthead, 38" LOA, and have had scads of vicarious sailing adventures around this island thereby. This model replaces my old one which I sold when we left Maryland, and is more immediately sailable than the 7' LOA scale model (for R/C) of the Gloster racing/fishing schooner "Gertrude L. Thiebaud" I've been building for years, which is in storage back in the U.S. anyway. We could only bring 1400 lbs over here anyway for our complete household kit, and our abode this year is only 436 sq ft which doesn't leave us much free space.

I also have spent some time teaching sailing at the military recreation facility on the island. They own a couple of Capri 18's, well at least they sail. All of this you didn't need to know, but I just wanted to let you know that messing about in boats of all types happens on the other side of the world, too.

Samuel Marsh, Okinawa, Japan.

IT'S USUALLY THE NEW GUYS

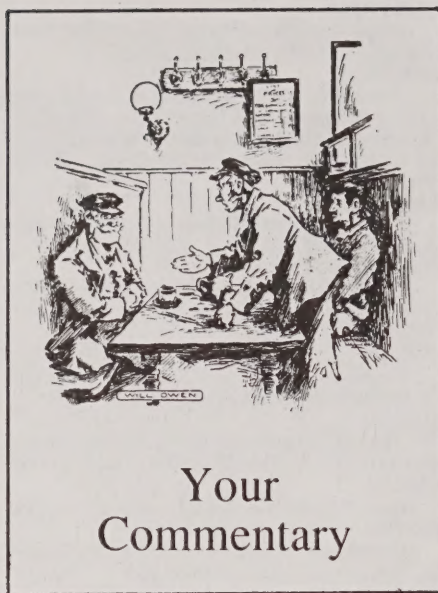
"Messing About in Boats" has been regularly getting "mail" on the Internet computer network in its Usenet group "Rec Boats". I've been reading this three years and touting "MAIB" online.

There's an interesting parallel between the "Rec Boats" and "MAIB" in getting requests for devoting more coverage to one particular sort of boating and/or ignoring others. On the Net the pressure is to break up into subgroups like power vs. sail or jet ski vs everyone else. The Net being anarchic, people call for a vote whereupon the suggested changes are inevitably voted down.

Those agitating for the changes are usually relatively new to the Net and haven't come to appreciate the whole boating spectrum. This seems similar to your experience judging from letters you publish with such suggestions for "specialization". My vote is to leave it as is. The variety entices me to consider other aspects of boats and boating. I read "MAIB" for stimulation not just for confirmation of things I already know.

Andy Klickstein, Marblehead, MA.

Editor Comments. It is an understandable outlook for anyone just discovering some new activity to want to acquire all possible information about it without having to wade through other information unrelated to one's enthusiasm of the moment



Your Commentary

MORE OF "TOM"

A recent reader suggestion that you should have more of Tom Shaw's safety articles and less of Tom McGrath's cranky cruising comments inspired me to write in rebuttal. Shaw's material is well written and of importance to those in need of detailed safety advice, but I say let's have as much of McGrath as possible. Tom's "Flight of the Damn Foole" was the best new book I bought in '92. I am grateful for his ongoing appearances on your pages with his very personal accounts of the boating experience.

Joel Daskal, S. Pasadena, CA.

Editor Comments. Both Toms have a place on our pages I feel, that's why I run them. The desire to trim away all information and viewpoints not to one's own personal preference is a common human trait. I don't happen to be so afflicted. Tom McGrath send us his stuff when he's ready, hence its erratic appearances, and sometimes long absences, from our pages. Tom periodically assembles his articles into inexpensive books for those wishing to catch up on all they missed. He goes back nearly ten years with us now.

MY PREFERENCES

Great magazine. My preferences are:

1. Less on canoes.
2. More boat related articles. If someone writes about a cruise, less info about the destination and its people or its beauty and more on how the boat handled, its drawbacks and plusses.
3. Identify every boat pictured as to what kind it is.
4. Include boats larger than the small ones presently covered, there are good inexpensive boats in 20'-30' range.
5. More on special purpose designs, i.e. a commuter power boat of economical operation.

6. More do-it-yourself articles.

David Johnson, Poulso, WA.

Editor Comments. Technically oriented readers like David might want to look into the planned new magazine "Bristol Fashion" announced in a recent issue. I continue to welcome your views even if I do not adopt all you suggest.

IMPRESSIVE RANGE OF MATERIAL

I recently went back and clipped about a year's worth of issues of "Messing About in Boats" as the bookcase was getting overstuffed, and I was impressed with the range of material you cover.

The other aspect of the magazine that I find enjoyable and refreshing is its amateur and subscriber contribution orientation, so different from the glossy "professional" consumer mags where editorial and advertising content are nearly indistinguishable.

Stephen Weld, Milton, MA.

DON'T MESS WITH YOUR RAINBOW

I feel that those who suggest to you that you include more about their own particular boating interests are suggesting messing about with a rainbow. If you change a color here or remove a color there the end result would be to mess up the pot of gold at the end. Keep up the great work on your rainbow and we'll keep on looking forward to the pot of gold every two weeks.

Terry Gerwick, Monroe, MI.

A WONDERFUL WHITEHALL

The article on Jim Thayer was most interesting. I wrote to Jim some years ago to get one of his Whitehall hulls but he was unable to supply one that year. He gave me the name of Bob Booth in Middleburg, VA, who had a Lil-Pickle for sale. Well I did not like the fully decked Lil-Pickle but I did like a side decked Whitehall which Bob had built for himself to replace the Lil-Pickle.

Bob then surprised me by offering to build one for me and now I have a wonderful Whitehall cold molded in a competitor of Bruynzeel, with oak gun's, spruce in's, solid cherry (cut on Bob's farm) transom, rudder, tiller and thwart, stem laminated in white oak & black walnut, spruce mast & sprit, tanbark sail & later spruce oars, leathered with bronze ring oar locks. I had Bob put in the traditional stern-sheets and they look great but I must admit they are a bit of a nuisance in so small a boat, 11'9".

It has been a fun boat to sail & row on Lake Wallenpaupack PA-7 after sailing a hard chine planing hull. I learned the meaning of sea-kindly, she acts like a cork in the wakes of the too-many stinkboats on the lake.

Edmund Collins, Kutztown, PA

ENJOYED SIMPLICITY & SPONTANEITY

From crewing on E-scows and Lightnings and canoeing the Missouri Ozarks in my youth to sailboarding, sun-fishing and canoeing in Michigan and Canada with my family, I have enjoyed the simplicity and spontaneity of small boats.

Last summer my wife Sally, daughters Allison (13) and Elizabeth (9) and I spent a wonderful relaxing and wildlife filled week canoe camping in Ontario's Algonquin Provincial Park. This summer we are looking forward to visiting New England, including a week on the Maine coast. We also hope to get to the Mid-Atlantic Small Craft Festival in October in Maryland.

Dave Young, Huntington Woods, MI



the Thomsons

Saturday

Feb. 12

6 pm.

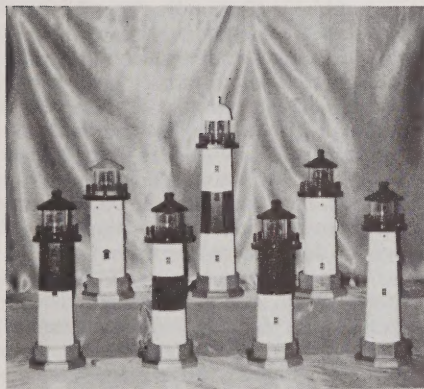
Dinner

bring pictures, slides, videos,
models, debate topics
etc. etc.

MID-WINTER MESSABOUT

In an attempt to persuade ourselves that the water will indeed again liquify, we hosted this modestly successful event at our home in upstate New York.

John Thomson, Vestal, NY.



HANDMADE LIGHTHOUSES

Lighthouse enthusiasts might be interested to know about the handmade maple models of New England lighthouses I make. Painted in their correct colors in the picture are, from the left: Point Judith, RI; Chatham, MA; Sankaty Head, MA; Montauk Pt., NY; Nauset Beach, MA; Nubble Light, ME; and Portland Head, ME. Other New England lighthouses, as well as some from other parts of the country have also been crafted. They range from 14"-18" high and each includes a light radiating through a Fresnel lens.

Karen Bohland, 167 Gates Pond Rd., Berlin, MA 01503, (508) 562-6360.

THE BOATHOUSE

I have twelve boats here, mostly small ones.

Dick Besse, Skaneateles, NY.



INDELIBLE MEMORIES

Your magazine is a tonic. I especially enjoy hearing the confessions of other sailors' misadventures. It is a bit like group therapy, isn't it? I am gratified to know that I am in such excellent company.

Remind me to tell you about the time I totaled a DS II by trying to use it as a surfboard, or how I got into trouble using a chart conspicuously marked "soundings in feet". There was the time I used a perfectly good launch ramp at the wrong tide (a very funny story in retrospect), the time I lost the headstay turnbuckle in a squall on the first sail of a brand new SJ 21 (still scary after fifteen years), a Thistle knockdown that cost me a day of annual leave, an out-of-gas ploy on a date that backfired, and the petty strife of overboard keys and way-lain drain plugs. All true, all embarrassing if not dangerous, and all avoidable.

Then also, I like to read about those experiences that don't have a dark lining. That sums what we're all messing about for: Indelible memories of companionship, a weekend in God's own cove, building a thing of desire barehanded, solutions that are brilliant in their simplicity, the trick of flying and swimming at the same time, triumphs in small scale.

Keep the stories. Keep the faith. Keep up the good work!

Tom Bryan, Columbia, SC.

CAN'T MAKE TIME

I fell hard for what was probably the most expensive boat-per-foot at the Maine Boatbuilders' Show, the kevlar pram. I suppose this makes me another defector from the traditional to hi-tech but I seem unable to make time for the traditional!

Hilary Smith, Peacham, VT.



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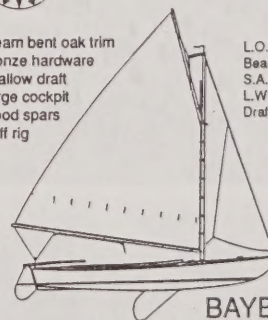
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To Beaufort in Wigeon

By Charles Pritchard

A wigeon is a prim little sea bird whose habitat is the marshes and bays. My Wigeon is a flat bottom sailing skiff designed by C. Lowndes Johnson from Easton, Maryland. Lowndes Johnson grew up sailing a similar boat called "Pigwitch" which was built in 1889 by a man named Quilla Price, of Easton Point, Maryland. He used her until she could no longer provide service, but he never forgot her. In 1949, Johnson, designer of the "Comet" class racing dingy and a world champion Star boat sailor, used his considerable knowledge of sail and design to build a similar boat based on The "Pigwitch" lines. He called his boat Wigeon, and today this boat is housed in the Chesapeake Bay Maritime Museum's small boat collection.

At the urging of Roger B. Allen, then Curator of Watercraft at the Philadelphia Maritime Museum and director of its Workshop on the Water, I purchased the plans for Wigeon from the Chesapeake Museum and built the boat for my nine year old son, Collin. Roger, who has become a close friend of mine, is a great source for boat building technique and materials. I consulted with Roger, with Pete Lescher, Curator of the Chesapeake Bay Maritime Museum and with wooden boat mentor, Joe Liener, who was Johnson's contemporary, about Lowndes Johnson and the boat. I gained a greater understanding about the boat, the designer, and the heritage from these conversations.

Wigeon is a narrow 15'8" long, traditionally built, using locally grown Jersey white cedar planking over sawn sassafras frames, mostly natural crooks. The bottom planks run fore and aft and are riveted and screwed to the frames. Her washboard decks are 8" wide. Wigeon is fitted with a centerboard and outboard rudder and draws just 7" with the board up. On and off I built her in about 500 hours over an 18 month period. Material costs including sail were about \$1,000.00. While she is shapely for a flat bottom boat, the changes are subtle. She is not difficult to build.

I think Lowndes liked a lot of sail and knew how to use it. The plans call for a 95sq. ft of sail on a leg o'mutton rig. The mast is 19'3", the sprit is 9', and the club at the outboard end of the sprit is 4'. Wigeon's unstayed sail rig is quite simple. It can be lifted in and out of the boat. There is no halyard. The sail is laced to the mast. To rig, the sail is unwrapped from the mast, the sprit is attached to the club at the foot end of the sail and to a snottier at the mast, the main sheet is led to the club and she is ready to sail.

During the time I was building Wigeon, Roger had moved south to take a position as Director of the North Carolina Maritime Museum's Harvey Smith Water Craft Center in Beaufort, North Carolina.

Left from the top: "Wigeon" ready for launching into Jarrett Bay near Williston, NC. Note sail furled around mast. Casting off and sailing away.



At his insistent invitation that Wigeon and I come down to what he calls the "flat bottomed Mecca", on a dreary November day I loaded her up for the long tow from Cape May N.J. to do some thin water sailing in sunny North Carolina.

Roger and his wife Michelle make their home about fifteen miles north of Beaufort, in a pretty little setting where Williston creek enters Jarrett Bay. During the first day of my visit, the sun was bright in a blue sky, but the wind blew across Jarrett Bay at about 15mph with flukey gusts a bit above that. Roger claims to have capsized and run aground in a greater variety of boat types than most of us and was anxious to take Wigeon for a test swim.

Although greatly overpowered, we found the sailing exhilarating. We learned that even with two crew aboard, on a broad reach, in a puff, the skiff actually seemed to lift into acceleration and went up on plane. In that amount of wind, while we failed to capsize her, we found the ride exciting in much the same fashion as one would find in a responsive one design racing dingy. After an hour or so of trying her on all points of sail, we agreed that Lowndes really knew what he was about.

Putting the rig away took its usual two minutes. The sail is lashed to the mast and there is only a minimal amount of hardware. The snorter (the line used to tension the sprit and club outward to spread the sail) and sheet are uncleated and cleared and the sprit is dropped. The sprit is stood up next to the mast and the sail and club are wrapped several times around the whole bundle. A line is clove hitched around the sail and the rig is lifted out of the boat. No headstays, shrouds, halyards, gaffs or booms to unhook, unlash or unscrew. Simple is better.

The leg o'mutton rig sets better than other sprits, but like all sprit rigs, it sets beautifully on one tack and acceptably on the other. The masthead deflects a nice arc in a big puff distorting the sail a little, reducing its drive at just the right moment, a nice safety feature of the rig. I do believe that 95 sq ft of sail is too much sail to carry in November and I may resort to the old tradition of having a summer and winter rig. The original Wigeon did sail later on with a smaller rig of 65sq ft spread from a mast of 17'3", and this is an option I'd like my son Collin to have when he sails the boat. As for the big rig, a reef point is in order.

Sailing down wind into the morning sun on a bright November morning is a lovely way to experience the tidal inshore waters of North Carolina. There was a great sense of anticipation as we loaded Wigeon with Roger, Michelle, myself, and lunch and set sail toward Davis Island with Core Sound beyond. With a 10-12 mile mph wind on our stern quarter we moved along briskly.

The cedar brown water of Jarrett Bay still supports an abundance of sea life and the shores are bordered by unspoiled wetland and pine forest upland. Osprey, blue heron, egret, and pelican all flew by us as we sailed past Davis Island and out into Core Sound. We crossed the mouth of Tusk Creek leaving it to starboard and felt the wind freshen, but it cooperated by keeping somewhat behind us. A lot of sail will get

you there in a hurry and in just two hours we had sailed eight miles. We rounded Bell point and passed the little village of Gloucester.

We stopped for lunch on an isolated stretch of Brown's Island called Wading Point and marvelled at the vast beauty of the North Carolina salt marsh. We talked of the local oysters, shrimp, crabs and the working boats used for generations to harvest them. We were in a land where this great boat building tradition still lives today. After lunch, we skittered across Westmouth Bay and pulled up to the bank at the entrance to Rose's Marina. We had reached Harker's Island the traditional way-by boat. The ditch leading into Rose's Marina was lined with assorted flat bottomed "well skiffs" and working "deadrise" skiffs mostly wood, crabbers, clambers, shrimpers, all reflecting their owner's sense of purpose and organization.

Roger had met Mr. Rose before so got an OK to look around his tidy little yard. While Rose is no longer building boats, he maintains his yard well and uses the railway and shed for occasional repairs.

From Rose's, we walked the few blocks to the Lewis Brothers boatshop. Jamie and Houston Lewis specialize in building glued strip planked skiffs, but will build to order. The boats are strong and handsome craft with the distinctive Harker's Island sheer and flared bows. Seeing the Lewis Brothers' boats, made me want to order one. Two days earlier, they had launched a lovely new version of the old Elco "Scout" which Roger said was as finely built as you'd want it to be. When we arrived, they were just setting up a twenty five footer. Jamie was eyeing up the sheer line above the flared bow and Houston was checking it for symmetry. They explained a lot of what they were doing, for us, while they worked. As Roger said later that evening over dinner, they were designing by eye as they set up the boat. It was pure artistry at work, in the primitive setting of an unheated corrugated boat building shed.

Back in the boat, this time with Roger at the helm, we took Mr. Rose's ad-

vice and stayed with the wind and continued our journey the last six miles to Beaufort where Roger had left his car. The wind had remained steady all day and it seemed prudent to avoid the beat back up Jarrett Bay. We sailed the remaining straits between Harker's Island and the mainland in water so clear that you could see the bottom, and coaxed a friendly bridge tender to open a turntable bridge for us, even though he insisted that the bridge did not open for vessels under sail. With the help of the tide, we squirted through and saluted him from the other side. We ghosted over the flats at the mouth of the North River and could just make out Cape Lookout Lighthouse above and below, to the south of us, the Shackleford Banks.

The wind began to fade. Late afternoon sailing in a light breeze, on smooth water, feels like you are in the right place at the right time. By the time we entered Taylor's Creek, the sun was low and a chill was coming on. Michelle, who is an avid rower and member of the Beaufort Oars Rowing Club, decided she wanted to row for warmth and exercise. We furled Wigeon's sail around the mast and found that rowing shortened our time down the creek. In times past, sailing and rowing were often the fastest and most comfortable means of transportation. Today, we had used Wigeon in that tradition.

The North Carolina Maritime Museum's Harvey W. Smith Watercraft Center is where we took Wigeon out of the water. It is a cathedral-like building on Beaufort's waterfront. It is an inspiring structure full of wooden boat building and related activities. It was a perfect place to end our voyage. The Wigeon is more boat than she appeared to be, and has more than met my expectations. I expect that Collin will find pleasure in her for many years because like good poetry, the more you bring to her, the more she gives back. It comes as a surprise that my boat is the only working model built so far from these plans. I expect that given the practical nature of her design and construction, more will be built and that others will one day enjoy a flight in Wigeon.

"Wigeon" beached while we have a picnic lunch on an isolated stretch of Brown's Island called Wading Point.





The "Damn Foole's" Progress - 3

By Tom

Continuing South

October 9th. Small craft warning, fog and high wind predicted. We stayed another day. I was beginning to like the island. But the nights were getting cold and birds and birders had migrated south already. I found a tavern, "Lotus", that turned the captain and crew into slothful swine.



BIRDS - BIRDERS

October 10th. Cold and windy, 25-30 knot winds. Sought refuge in tavern, remained slothful swine for another day as Cyclopean winter drew nearer.



CYCLOPS

Monday, October 11th. 10 knot winds, herded the swineful crew aboard, dutifully ignored the Circe enchantment of the island and sailed. Discovered the wind to be 20 knots on the open water and flew to Montauk on the northern tip of Long Island in four hours. There was no anchorage in the crowded little harbor so I had to take a slip. \$1 a foot, \$22 for my boat. I was tied to the outside of a finger slip.



MONTAUG

Monday October 12th. Thundershower forced us to stay another day, another \$22 that I could have bought

10

food with. But that night the winds gusted to 40 knots and being on an outside finger pier we bounced around a lot. Everyone doubled up their docklines, mostly sport fishing boats. I believe I was the only sailboat.

October 13th. Small craft warning, could clear by noon. "Come on weather, give us a few decent days," I pleaded. Walked to town and ordered breakfast at local eatery. "Single scrambled egg with single piece of toast." When it came it was the most unappetizing mess imagineable. An old man soon came in, sat beside me and gave a big order. I waited to see what garbage their efficient, polite work force could make of it. I wasn't disappointed.

Photos of fish and fishermen covered the walls, dedicated to man's inane predation. Hunt until there's nothing left to hunt. With all the technology to outwit elemental creatures, is it just to kill for the sheer joy of killing? We are truly in dire need of religion to justify our sub-animal behavior. I walked despondently back to the boat which wasn't too happy to see me.



"Depressed yourself again, mate?" the boat chuckled. "It doesn't make for a happy boat."

"Shut up," I told the boat. "We'll sail in the morning no matter what the weather."

October 14th. We sailed with a 14 knot norther breeze. Passed Gardener's Island to port with its legends of Kidd and his pirate treasure. Our faulty compass took us up the wrong channel. The buoys were numbered the same so it took me a while to find out where I was. We made slow progress. "I could walk faster than this boat sails or motors," I declared in frustration.



CHANNEL

"Then get out and walk," the boat countered.

"Travel light, a boat isn't light. I feel like I'm dragging a reluctant animal behind me."

"Small wonder you can't find a crew," the boat replied.

The tide ebbed against us. The wind lightened. The sea became glutinous. Fishermen scurried about nervously near the buoys. We almost hit one, he was baiting his line obscured by my foresail. Neither of us saw the other. Passed by with open mouths.

Sailed into Peconic Bay to the Shinnecock Canal at Canoe Place. A gin pole is provided for sailors to lower their masts before going under the two fixed bridges. An old broken down fishboat was tied up next to the gin pole. I was told it had been there for two weeks. I entreated a passer-by to help me lower the mast. All lines had to be taken off, shrouds and stays. When the mast was free it circled trying to decide which way to fall. Halfway down it jammed in the tabernacle. When I kicked it free the base slid forward and the mast slammed down on the back rail. The stranger thought it was his fault. "Nobody's fault. The damn thing is down, that's all I care about." I gave him \$8, he said he wasn't working.

Then I went to a nearby tavern and had a drink to calm my nerves down. The boat will be a wreck at the end of this cruise sailing alone. Crazy to be sailing alone. Tired of being called crazy. Should wear a sign, "Know I'm Crazy So Don't Call Me Crazy".

Friday October 15th. Overslept to 8 am. Went topside to a tangle of lines, shrouds, stays, halyards. We waited for the lock to open, then started into the wrong side. Was told to take the left one, which was the right one, the right one being the wrong one. Passed under three fixed bridges to the next ginpole to help put the mast back up. It was accessible, nobody around, so I could take my time.

I took the radio antenna off the mast-head and pulled the wires out of the mast so I wouldn't be tormented by their noise anymore. Needless to say, the radio never worked again. It took until noon to step the mast which had me running from pillar to post, seemingly doing everything at

once. When finished I coiled all the lines about the ginpole, cleaned up the mess on the boat and was rightfully proud of the job.

We backed out into a strong current that aided our progress into Shinnecock Bay, but later made it difficult turning to dock at a marina. There was nobody around to take my lines. Then it took some time to find the dockman.

"Anyone to pump gas?" I asked.

"You'll have to pump it yourself," I was told.

"Do you know anything about the bridges up ahead?" I asked.

"Nope."

"If I buy this sandwich can you heat it up?"

"Nope." He stared at me blankly waiting for my next question. I knew the answer so I didn't ask. I left the frozen sandwich, paid for the gas, cast off the lines, and turned with the strong current that proved to be the only helpful element in Shinnecock Bay.

(To Be Continued)



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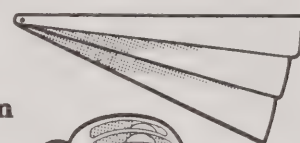
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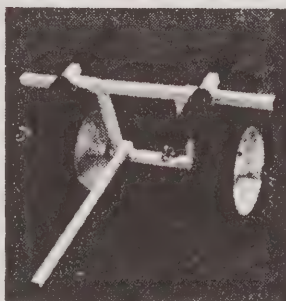
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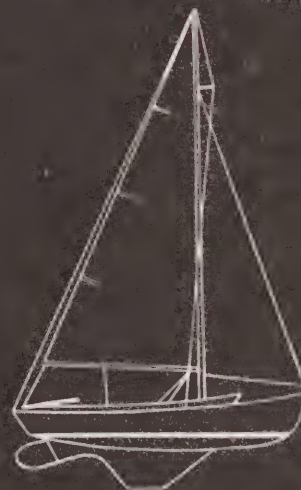
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Maine Boatbuilders' Show

Happiness in March for the small boat nut here in New England was a great little boat show with real boats built and displayed by real boat people. This seems to be the impression everyone we spoke with acquired at the 1994 Maine Boatbuilders' Show in Portland March 18-20. Smiles all around, nary a complaint to be heard. Despite a long line to buy tickets

on Saturday morning. Despite a lack of adjacent parking that required many to park up to a mile away and ride to the show in a shuttle bus. Despite the elbow to elbow crush on Saturday afternoon when 3,500 people converged on Portland Yacht Service's old brick buildings down on the waterfront.

Phin and Joanna Sprague had attracted

a record number of exhibitors, over 180, made room for them in other parts of their cavernous interconnected old mill buildings, and been rewarded with a record on-slaught of boat folks, 1,500 on Friday, 3,500 on Saturday, 1,700 on Sunday. And what a nice crowd. Exhibitors universally remarked on how pleasant and knowledgeable the public was, and despite the pressures of the Saturday afternoon crush, good temper prevailed and exhaustion at day's end for overwhelmed exhibitors was of that pleasant tired but feeling good sort.

The number and variety of boats was up, but what really increased was the array of peripherals for boats, tools, hardware, electronics, sails, rigging, paints, all the gear sellers, all attracted by the word that people came to this show who knew something about boats and their needs. Still no dealers, we were spared the hustle of the production boat sellers. The show is clearly identified as a "boatbuilders" show and so it was that you knew if you went you could talk directly with the people who built the boats on display. This has got to be the single most unique and attractive aspect that the Spragues have clung to despite a lot of pressure from the marine trades to let in their dealers.

The show has grown far too big for me to continue on with my attempts at wide ranging photo coverage of all the

Unofficial greeter at the show, boatbuilder Larry Dahlmer, was first to be met by the ticket line outside the entrance with "Poor Boy".



builders who were there as I attempted to do in the earlier years. Because of this I had not planned on carrying on with that in-depth coverage, and so when I found after my film was processed that my camera flash had not been operating properly and I had few decent photos to bring you, I concluded it was fated to be. Those of you who attended, and there were a lot judging from how many of you stopped by our booth to say hello, saw it all in person, but for those who were not there and who might find it of interest, I will comment on some of the more interesting things to be seen.

Basking in an unusually large amount of attention, due to the long line waiting for tickets, were the several exhibitors who chose to gamble on Maine's March weather and set up outside the entrance door at bargain prices. The gamble paid off, the sun shone most of the weekend, and the crowd had ample time to look over what was to be seen before getting through the doors. Larry Dahlmer of Gloucester, MA, was one, he had brought the 23' classic fantail launch "Poor Boy" because its appearance in Phil Bolger's column in our March 1st issue inspired him to do so.

Once inside, you faced choices of large rooms full of boats to left and to right, with more directly in front of you in the "lobby" portion of the building. The room to the right led, at its far end, a long way down, around a corner into yet another large room with more to be seen. The room to the left was smaller but held most of the smaller boats, and up a long steep stairway was a second floor full of all of us peripheral exhibits and the food pavilion. From this floor in turn a short ramp led up into a smaller "upstairs" room with yet more to be seen. And an enclosed walkway led

across from this second floor over an outside roadway to a room in another building where hourly seminars were presented throughout the weekend by a number of exhibitors. No problem spending a day here to see it all.

This year I'd like to acknowledge those builders and suppliers on hand who have been advertisers in this magazine. Their advertising support contributes significantly to the ongoing success of this little periodical and their appearance at this show added much to its appeal.

Alden Ocean Shells displayed the Alden Ocean Shell, Appledore Pod & Kittery Skiff kit.

Antonia Dias of Marine Design & Construction displayed a wooden Little Cat 14' sailing dinghy.

Tony Davis of Arey's Pond Boatyard displayed a fiberglass Arey's Pond 14' Catboat and 11' wooden Arno Day sailing skiff.

Burt Libby of Burt's Canoes displayed a complete 1/4 scale traditional wood/canvas canoe building workshop with scale canoes.

Merv Hammet of Compass Classic Yacht displayed a fiberglass 18' Baybird sloop.

Ed Friedmann of Dragonworks displayed Maine-built, British designed fiberglass Islander sea kayaks.

Ben Hersey, Tim Lord and many of the crew of the schooner "Gloucester Adventure" displayed videos, books, and artifacts in support of that ongoing historic restoration.

Alex Hadden and Rob Stevens of Hadden & Stevens displayed a wooden Pete Culler 24' outboard skiff built for reader Nancy Barret which is pictured in all its glory on the centerspread pages of this is-

sue.

Ellsworth Rice displayed a large collection of half-hull models.

Tom Young of Honey Pot Canoe displayed child's boat rockers.

The Landing School of Boatbuilding displayed an 18' wooden catboat.

Chip Chandler of Loon Kayaks displayed strip-built wooden sea kayaks.

Newman Gee of Lucky G Farms displayed hackmatack knees and boat building lumber.

Karen Stimpson and volunteer members of The Maine Island Trail Association displayed information about accessing and using this 350 mile waterborn trail along the Maine coast.

Barbara Merry of The Marlinspike Artist displayed useful and decorative ropework.

Howard Mittleman of North River Boatworks displayed a wooden 14' Rushton pulling boat and a wooden 13'6" Amesbury skiff.

Orr's Island Boat Works displayed Yanmar diesel inboards.

Ralph Johnson of Pert Lowell Co. displayed a wooden Town Class sloop and mast hoops.

Thad Danielson of Redd's Pond Boatworks displayed a Norwegian pram.

Paul Reagan of Shaw & Tenney displayed wooden oars and paddles.

Ed Rooney of Spartina Kayaks displayed composite wood/fiberglass sea kayaks.

James Shaw of Shaw Productions offered videos on wooden boats.

David Stimson of Stimson Marine displayed a wooden 12' Sea Urchin skiff and a 17' wood/fabric sea kayak.

Tim Mayer of T.R. Mayer displayed a 15' fiberglass express Whitehall.

"More Exhibits" reads the sign. How true, how true.



Not a price tag to be seen on any of John Edelman's vast array of bronze. He has the prices all in his head.



Jim Thayer of Grand Mesa Boatworks displayed a fiberglass livery Whitehall and the plywood "Wee Punkin" sailing pram.

Keith Merrill of Water Power Products displayed wooden oars and paddles.

Bill Clements of William Clements Boat Builder displayed two 13' double paddle glued lap canoes, decked and undecked.

Well, that's only a couple of dozen of the 180 exhibitors! We've got a way to go yet in attracting advertisers I guess. Among the majority we haven't mentioned were many interesting boats and products. A few that caught my fleeting attention as I roamed the show:

Harry Bryan of Bryan Boatbuilding displayed the original pedal powered "Fin Boat".

Kerry King of Surge Marine displayed a kevlar sea kayak.

John Dickenson of Star Boats and

Edward Hutchins of Cape Porpoise Model Co. displayed traditional and radio control wooden sailing scale models.

George Waterman of Waterman Marine Construction displayed models of custom built docks.

Peinert Boatworks displayed an ultralight 8' kevlar yacht tender.

John Edelman of Traditional Marine Outfitters displayed an enormous array of bronze hardware.

Maine Cat displayed a 22'x13' fiberglass catamaran designed by Dick Newick.

Greene Marine displayed a 28' plywood cruising catamaran mother ship for sea kayaking.

W. MacNiven Conard displayed a Universal Edge-to-Edge Clamp.

Allen Woodworking offered Prolines Computer 3D Hull Design Software for small boatbuilders.

David Needler of Chamcook Boat & Canoe displayed a traditional wood/canvas canoe.

Ron Rantilla of Front Row Rowing Systems displayed forward facing oars.

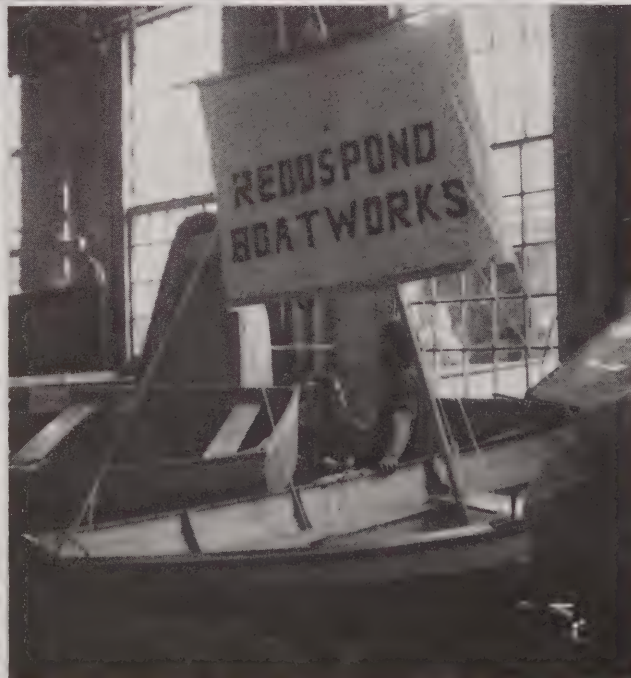
Michael Porter displayed plans and a model of an ongoing 38' steamboat design & building project.

Rockport Marine displayed a classic Herreshoff 12-1/2 restoration.

Yachtsaver displayed yacht flotation systems.

And, finally, as if he was not already busy enough, promoter Phin Sprague and some associates displayed an entire steam railway, the Maine Narrow Gauge Railway, which took up much of another building as well as a lot of the former parking area. That is another game entirely. If you think messing about in boats is an all consuming activity, consider having a real steam railway on which to work and play!

Newman Gee's "Knees", hackmatack from Lucky G. Farms. Catching on to forward facing rowing at Front Row Rowing Systems. Perhaps the costliest small boat at the show, this kevlar tender. Thad Danielson forgot his sign so pressed his Norwegian pram's sail into service.





The 28' plywood catamaran built as a mother ship for kayaker Charlie Jones by Greene Marine.



To deck it or not to deck it. Builder Bill Clements (right) says his decked double paddle canoe seems to be more popular.

Before (vertical) and after (horizontal) lapstrake tenders display Lowell's Boat Shop craftsmanship.



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NANCY'S COMMUTER

This past summer we built "Olive" for Nancy Barrett who uses it to commute from Durham to Portsmouth, NH, down Great Bay and the Piscataqua River. This is a Pete Culler design he called a fast outboard skiff, a design that both Alex and I have admired for years and always wanted to build. It has a Chesapeake Bay look to it with the cross-planked bottom that required a lot of carving out of each plank at the bow. It is 24' long, about 7' beam and draws about 8". With a 70hp outboard it ran at 27 knots with eight people onboard.

Rob Stevens, Hadden & Stevens
Boatbuilders, HCR 32 Box 301, Small
Point, ME 04567, (207) 389-1794.



BOOK REVIEW

"Mississippi Solo: A River Quest"

By Eddy L. Harris

c. 1988, Harper & Row, Publishers, Inc.
Paperback \$8. 95

Reviewed by David Keith

This is obviously a story about a journey; actually, it is a story of three journeys taken simultaneously. One is the obvious one. . . down the Mississippi River by canoe. The second is almost as predictable, a journey into the mind of the writer. The third journey is a sociological one, through the cultural ambiguities of

racial relations. Each is interestingly told, for Eddy Harris is an easy writer; by "easy", I mean he is easy to read and to understand. He gives us little technical jargon, and he does not present himself as some sort of expert ("The next thing we must do is. . ."). So how does the whole effort come off?

First, the canoe trip itself. Eddy Harris did almost everything wrong; he had almost no experience with canoes, he started out to paddle the largest river in North America from its headwaters, and he started on its northern reaches in late autumn. It's cold. But he obviously knew something about camping and survival; he made it. Along the way, he learned a lot about what works in a canoe on a large river. Those readers of "Messing About Boats" who are devoted to canoes will likely find lots to question and a few things to deplore. But "nothing succeeds like success." He made it. Not many of us will want to emulate him, but we can admire him for his very real accomplishment.

The inner journey was, for this reader, a little less satisfactory. Maybe that is because it was not a linear progression in many ways, not a trip from darkness to enlightenment. It comes more as anecdotes, incidents in passing, people encountered and the experience analyzed later, with some regrets that more had not been made of the opportunity. I guess we all feel that way from time to time, but the river of Harris' stream of consciousness is less well defined than the Mississippi. It's a journey worth taking, but each one will have a somewhat different road map when they have made the trip. This sort of introspection seldom comes across to the reader with the power the writer feels. I guess it's like that Lorrie Morgan song, "I Guess You Had to Be There". This is not to say that Eddy Harris did not write it well, just that something so subjective and personal will invariably and unavoidably lose a little in the translation from experience to expression.

The third journey, the sociological one, may be the most compelling of the three. The physical trip involved equipment, but Harris brushes past the details of canoe and camping gear almost as if everyone will know all about them. The introspection is personal and valuable to share but not duplicated by anyone else. The sociological trip runs the gamut from full acceptance to full blown racism. Eddy Harris is a black man (or whatever the currently acceptable politically correct term is). He paddled from the river beginnings in Minnesota to its mouth at New Orleans, from (as a friend of his phrased it) "where there ain't no black folks to where they still don't like us much." It seems like a very succinct and accurate description of the social and emotional landscape. Harris went from boat captains who welcomed him in to a couple of rednecks who threatened to shoot him (until he hauled out a pistol and scared them off by shooting first). Wild dogs still roam, both two legged and four legged varieties.

If a reader plans to learn how to canoe a river, this book will not be a textbook for you. If you want to get enthused for such a trip, it may well be good fodder for the imagination.

BOOK REVIEW

PIGEONS AND GUDGEONS

by Walter J. Simmons

Reviewed by David N. Goodchild

(Published by Duck Trap Press, P.O. Box 88, Duck Trap Road, Lincolnville Beach, ME 04849-0088. No numbered pages (about 200?) and no price given. Illustrated by line drawings and photographs).

I would like to meet Walter J. Simmons! Anyone who can produce what is in effect a large glossary and make it entertaining has my vote for whatever office he desires to pursue. When I first received this book for review I anticipated paging through it, looking for new and interesting items and any that I thought might be in error, and generally regarding it as one would any dictionary or specialized reference work. And indeed I began this way. But after discovering the wit and charm of the author's definitions I found I had to return to the beginning and read the entire book from cover-to-cover.

Not only is Simmons entertaining and amusing, he packages a vast number of useful tips and techniques in his compendium of 1,500 terms, phrases, parts and pieces, tips, tools, and colloquialisms associated with the business of boatbuilding. And Simmons has the experience to share. He has spent his life as a working boatbuilder since the 60's and has built 156 wooden boats during those years. His purpose in compiling *Pigeons and Gudgeons* "is to make the reader's life simpler by making the vernacular of the trades understandable even to the newest beginner."

A few examples:

"BAILING BUCKET: This is simply the means for removing onboard water manually, and it should always be entrusted to the poorest swimmer on board.

BELT SANDER: A portable power sander that removes stock by means of a continuous abrasive band driven at a high rate of speed. There is a tavern in Bath (Maine) where they feature weekly belt sander races. Needless to say, this is not an OSHA sponsored event."

My favorite, (and I'm a nominal Democrat).

"GONE DEMOCRATIC: A colloquialism dating from FDR's administration that refers to any mechanical device, machine, tool, program or person that has either ceased to work or is clearly headed in that direction."

In addition to the humour and wit however, the book offers a large number of practical tips and techniques to aid the boatbuilder or maintainer in his/her efforts. They can't be listed in this limited space, but they give additional real value to this useful book.

I also finally found an authoritative definition for the difference between a "ship" and a "boat". Apparently, (in the Navy at least,) a "boat" is that vessel which is capable of being lifted and placed on to the deck of a "ship".

I had a couple of cavils. The half-tone reproduction is not good--looks to me like the output of a marginal grey-scale scanner, and these could be improved by the use of lithographic negatives. Also, a drawing of a fiddle block shows the shackle attached to the small end of the block instead of the larger end, which would guarantee that the line would chafe on itself. The regionalism of boatbuilding terms is also evident. What he calls a bowsprit wye I call a cranse iron and others call a muzzle. All part of the infinite variety of traditional boats!

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A Boat for Thin Water - Part 2

By David Gulley

It seemed very appropriate to start building a boat to my own design on April Fool's Day! The first thing to do was loft the boat. From reading about it lofting didn't sound that difficult, but since this was my first time it went slowly. Thinking I knew what I was doing, I only lofted the frames and stem. I was in a hurry and didn't loft the body plan. This was mistake number one.

"Beach Girl" was built inverted over a male mold. The catch was I had to build the mold first. I cut all of the frames (stations) and the stem from one 4' by 8' by 3/4" sheet of plywood by nesting every other frame in one group (1,3, 5, etc.), with a second group consisting of the other frames. The stem was cut from leftover scrap. Since my workshop (garage) has a concrete floor I wouldn't be able to nail the strongback down to keep it from moving so I came up with the idea of painting around the legs so if it moved I could simply move it back. If my nice concrete floor had been level it wouldn't matter if the strongback moved, but it wasn't level. Not even close! The strongback was built of 2"x6" with legs on it so I could get under the boat while on a mechanic's creeper.

Next step was to erect the frames and stem (see photo). Since all of the frames but one had been cut out in one piece all I had to do was fasten a 1"x4" across the frame at a premarked level, set it up on the strongback and nail it. On the first frame I also had to nail a brace fore and aft to keep it vertical. For the rest of the frames I nailed a batten fore and aft to the braced frame and then to each frame as I put them up to keep them vertical. I did have enough sense to check for fairness before starting to plank the mold. This is when I discovered I should have lofted the whole boat full size. I guess there is something of an art to picking up offsets. There was no way I was going to start over now so I did a lot of fairing on the frames. Next time loft the whole boat full size!

"Felucca" was designed using the metric system. Yecch! Having been born and raised in southeast Texas more years ago than I like to admit I'd just barely heard of the metric system. Hmmm, seems like it consists of minimeters, medium meters, and manymeters, or something like that. Since "Beach Girl" is based on "Felucca" and "Felucca" is metric I had a problem. This had nearly put me off the project until I discovered a solution.

If you look hard enough you can find rulers, yardsticks, and even tape measures marked in inches/feet and meters. My project was saved. Now I wouldn't have to learn the metric system!

From the top: The frames erected on a strongback. Fore and aft strips run over the frames for the roving strips to rest on. The overlapping strips of woven roving created a series of bumps along the hull.



Actually to be serious for a moment, I hated the metric system at first but ended up liking it. For lofting a small boat it is much more accurate. This doesn't mean I want to see kilometers on road signs instead of miles! I grew up with a nice logical system of inches, feet, cubits, yards, furlongs, etc. Don't confuse me now with something simple.

Since "Felucca" had the stations on .5 meter centers I drew up "Beach Girl" the same way for the sake of simplicity, but this created a problem. I had planned to use C-FLEX but the frame spacing was too wide. My solution was to run 1/4" by 1 1/2" strips (lath) fore and aft on the frames (see photo). Next I discovered that C-FLEX was sold in 100' rolls (this is 1987) and I needed 110' for the hull. Oh, if I had it to do again I would buy two 100 foot rolls of C-FLEX and use the excess from the hull to build the deck. But being stubborn (and cheap) I decided to try something else.

In one of his books Allen Vaites mentioned a building method which intrigued me. What you do is wet out woven roving on a waxed surface and let it cure to the leather stage and then cut it into strips with scissors and staple it to the hull starting at the keel and ending at the sheer. The next strip is applied slightly overlapping the first. I used strips 4 to 8 inches wide depending on the curvature of the hull (see photo).

While this method worked it was mistake number two on "Beach Girl". The problem was the laps made bumps running from the keel to the sheer and the laps still showed when the layup was finished. This would not have been a problem in a larger and thicker boat, but on "Beach Girl" there is only a layer of 3/4 oz mat, 20 oz cloth, and another 3/4 oz mat outside of the woven roving. The last layer of mat was intended to be sanded but I had to stop when I hit the 20 oz cloth (photo). There was no choice now but to apply fairing compound to the hull and start sanding.

After a few weeks of this I was burnt out on sanding so I dragooned a few

Sanding to fair the hull cut through the outer layer of glass at every bump where the strips overlapped.

friends and we turned the hull over. My next step was to remove the temporary mold so I could finish the interior layup. I first had to remove the mold from the boat. In all of the books on boat construction I'd read the authors sort of gloss over this step while implying there's nothing to it. Yeah, right! The holding power of 1000+ monel staples is truly amazing. That's how many staples I had used to fasten the roving strips to the mold. The majority of staples were in the sheer and along the edges of the keel and while I could pry the hull away from the mold at the sheer it just popped back together as soon as I removed my prybar and there was no way to get to the keel area.

Well, I hadn't planned to build more than the one hull from this mold anyway so I "delicately" removed the frames with a four pound sledge hammer and then pulled the stringers out in small pieces (see photo). Now I had a hull with over 2000 very sharp points sticking out on the inside. OK, since I needed to sand the interior of the hull to remove rough spots before finishing the layup I'll sand the staples off at the same time. I must be getting good at this to combine two steps into one.

Except it didn't work. Since the hull was laid up with laminating resin my sanding disc would load up with partly cured resin after three or four staples. Lets see, 1000 staples divided by three and multiplied by the cost of the disc equals financial ruin! In sheer desperation I cut the staples off as close to the skin as possible with a small pair of side cutters. All 2000 points, one at a time. Boat building is so much fun. I still had to sand the hull inside, but without the staples it was not so bad. Now I laid in a layer of 3/4 oz mat and 10 oz cloth to complete the hull layup.

To build the deck I put most of the frames back in the boat and leveled the tops to conform to the sheer (see photo). I now covered the foredeck, afterdeck, and side decks with 1/4" marine fir plywood. Next I cut the hatch openings and framed

them (see photo). Since I planned to leave a core in the bow and stern, I left the ply bare in those areas but all else was coated with wax (hot liquid parafin brushed on) so it would release later. The dividing line between the waxed and bare areas had been cut with a sabersaw, set at a 45 degree angle, before the deck was nailed down.

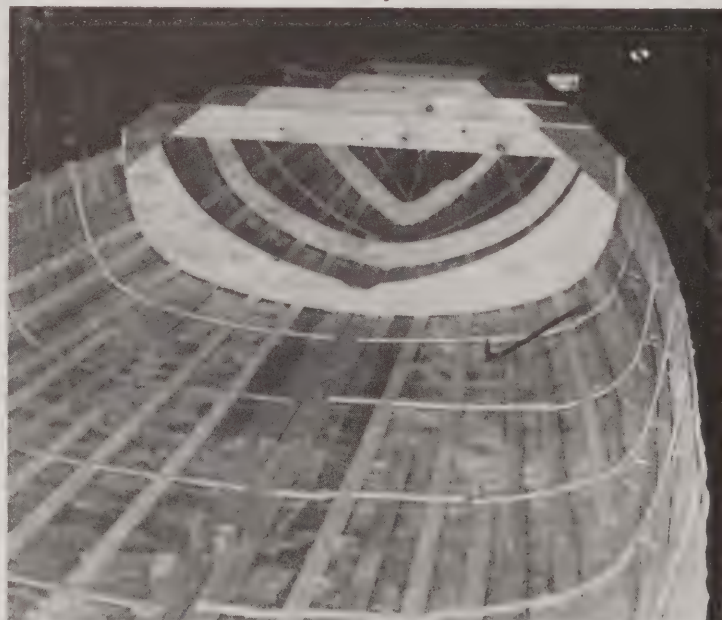
I nailed the deck to the frames with a minimum of small finish nails to make separation easier. It took two hours to lay it up. After giving the deck a few days to cure I removed the deck from the hull, putting the hull outside on the trailer, and placed the deck up-side down on the strongback. I had to build temporary supports for the deck so the sheer wouldn't flatten out (see photo). Using parafin wax as a mold release was another mistake as it is very difficult to remove and I had to remove it all so I could apply the last layer of mat and cloth to cover the cores. With a lot of scraping and sanding I got it off and finished the deck layup.

For once I had planned ahead by placing the top batten at the sheer which I had premarked on each frame and then marked the sheer on the hull before removing the mold. This made it easy to cut the sheer of the hull with a saber saw. Three of us carried the hull into the shop and placed it up-side down on the deck. After carefully centering the hull on the deck I glassed them together on the inside and took a few days off while the glass cured.

Now the boat was carried outside, turned over on the grass, loaded on the trailer, and rolled into the shop. Trimming the excess deck was a straightforward job (photo) with a saber saw. I built a simple tool of scrap wood and hand sanded a radius on the deck edge and then glassed it on the outside. The photo shows the outside glassed except for the bow. Note the quality control inspector on the bow.

When I started this project I rashly predicted I could build it in six months. Well, my six months were up and I was a long ways from going sailing. However, I had accomplished a lot and hoped to get her sailing by spring of 1988.

The frames were removed individually from the inside.





The decks were covered with 1/4" marine ply, then hatch openings were cut and framed.



The overhanging fiberglass trimmed off easily with a sabre saw.



Note the quality control inspector on the now fibreglassed hull.

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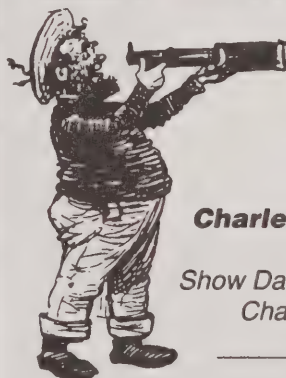
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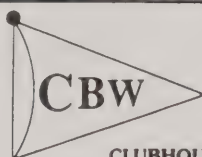
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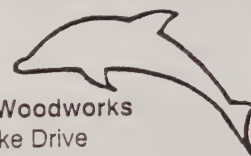
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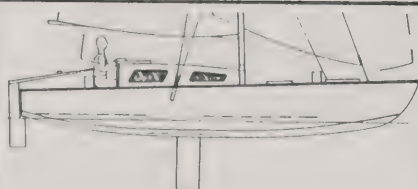
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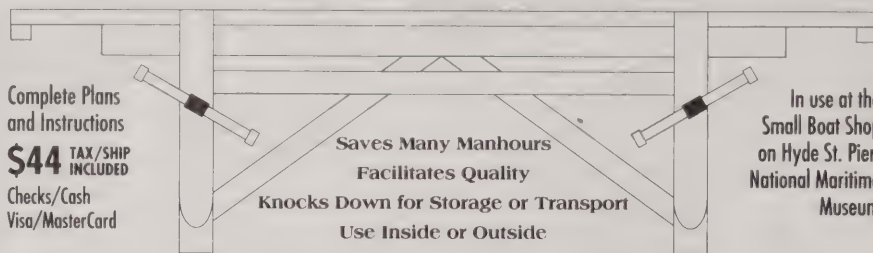
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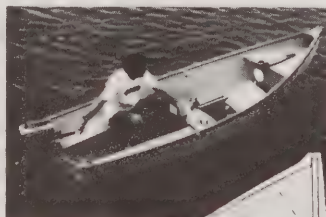
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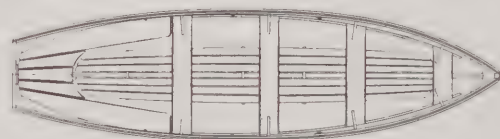
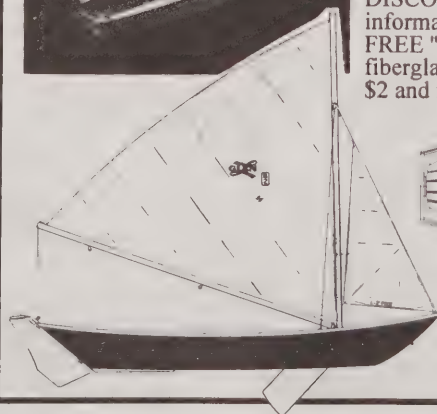
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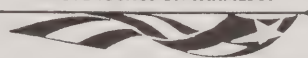
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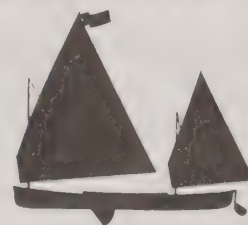
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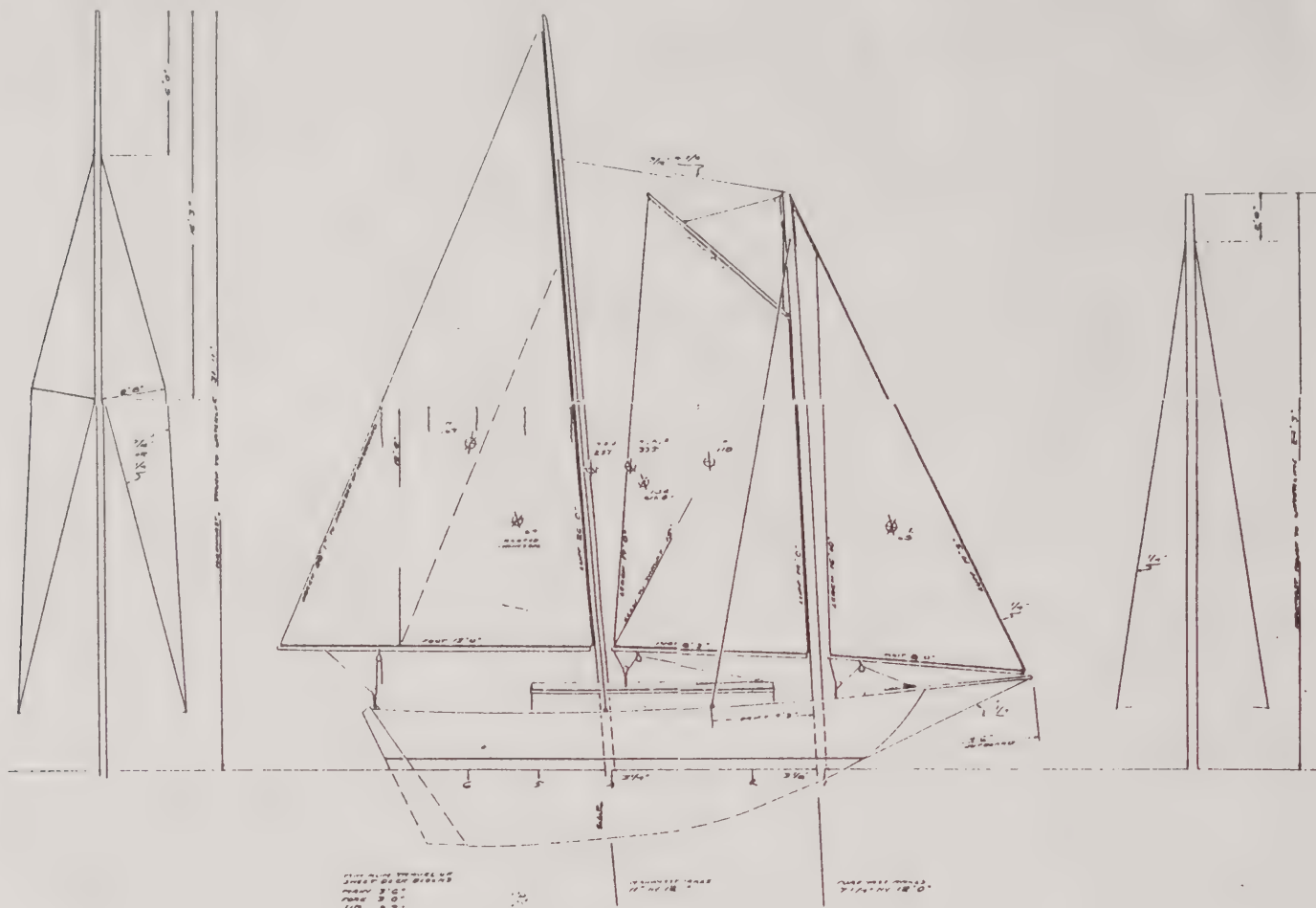
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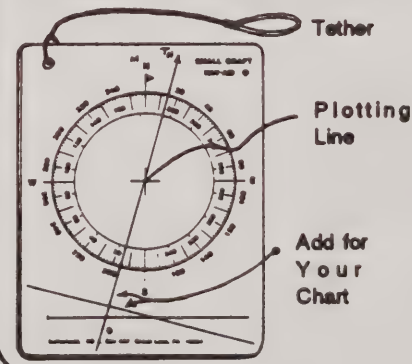
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GAIL FERRIS, 1 Bowhay Hill, Stony Creek, CT 06405, (203) 481-4539. (24)

NUMEROUS SMALL WOODEN MASTS & BOOMS. Tell me what you need & we'll make a deal.
H.C. VIBBER, Waterford, CT, (203) 442-7376. (24)

SAIL FOR SALE. Dacron gaff sail in gd cond w/one row reef pts. 18'6" foot, 15'0" head, 1'0" luff, 25'6" leach. \$170.
H.C. VIBBER, Waterford, CT, (203) 442-7376. (24)

RANGELEY BOAT. Modified wishbone stern, in vy gd cond. \$1,200.
BRAD LAMBERT, Abbott, ME, (207) 876-3572. (24)

22' CHRIS CRAFT CADET triple cockpit runabout, '28, 350ci OMC V-8. Compl restoration '87, new varnish '93. New full cover, custom 4 wheel trlr available. Asking \$20,000.
CHARLES HOFFMAN, Dover, MA, (508) 785-2632. (24)

FOLDING KAYAK. Klepper Aeriis II Expedition blue/black model, vy gd cond w/rudder assembly, spray deck, 2 spray skirts (one zippered), canvas packing bags. No paddles. \$4,800 new, only \$3,190. I'll pay shipping Atlantic coast states.
BILL FARTHING, Bangor, ME, (207) 945-5895. (24)

'81 O'DAY 15' SLOOP, roller furling jib, daggerboard & trlr. \$1,400.
ROBERT BANAS, Mystic, CT, (203) 536-2510. (24)

AFFORDABLE SLIDING SEAT ROWING. Build your own drop-in rig for canoes & skiffs. Detailed construction plans & manual, \$23. Plans/manual for 9'9" lightweight sculling oars, \$17.
OWEN CECIL, Box 634, Oscoda, MI 48750. (24P)

BOATSHOP CLEANOUT. 13' Sailing Dory, plywood w/pine decks, gd cond, \$1,600. 10-1/2' Wee Lassie canoe, \$900. 12' square stern artop fishing boat, recanvassed, \$950. 16' Old Town Yankee canoe, nds canvas, seat & rail work, varnish OK, \$300. 16' Charles River Torpedo canoe, new, 2-tone paint w/gold stripe & leafing, 2' decks, grt for lakes, \$2,400.
KEVIN MARTIN, Box 441, RFD 1, Epping, NH 03042, (603) 679-5153. (1)

BOAT GEAR. Honda 4-stroke 2hp short shaft OB used on tender, \$499. Kerosene lamp, new, \$75. Origo Heat Pal, new, \$75. Perception canoe saddle, \$25. Towmate wireless tow lamps, \$199. Class 2-3 trlr hitch w/arms, \$199.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (1)



1976 DAWSON SLOOP "Yeraz", center cockpit, wheel, diesel, furler, spinnaker, fully instrumented & outfitted, superb cruiser. \$9,950.
PETER BRENNAN, New York, NY, (212) 734-9474. (1)



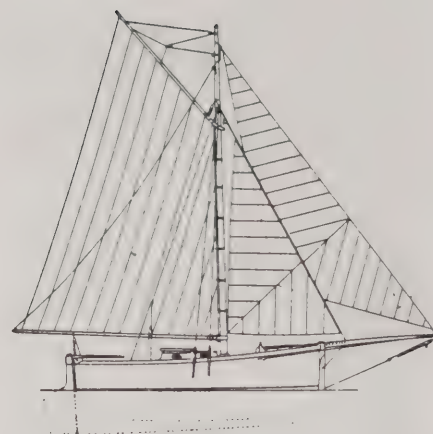
15-1/2' CAT KETCH LEEBOARD SHARPIE. Marine fir ply w/FRP taped chines, spruce masts & sprit booms, dacron sails w/reef points. Lots of fun to sail and with pivoting leeboard and rudder no deeper than hull it is handy for poking into those inviting little niches and for camp cruising. It will sleep two under the stars in reasonable comfort. \$975.
PETER WATTERS, Cambridge, MA, (617) 492-0483. (21)



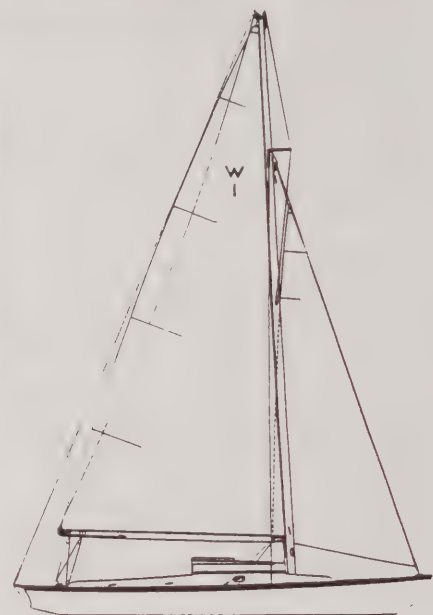
11'6" HERRESHOFF DINGHIES, rowing/sailing (Columbia lifeboats). Three available. Exc rowing & sailing qualities. Traditional construction, cedar on oak. Incl spars, sails, rudders, daggerboards. All three in newly blt cond.
DAN SECOR, Brewster, MA, (508) 255-5925. (1)

JOHNSON 5.5 OB, '55, low total hours, orig paint & decals, owner's manual, spares, \$200.
JIM CLARK, Oxford, OH, (513) 523-6515 wkdy eves. (1)

NEVER BEEN WET. Three boats used only for show. 8' Acorn lapstrake, 10' Atkin skiff, 15'6" Whisp. Beauties, make offers.
CLUBHOUSE BOATWORKS, Harwood, MD, (410) 798-5356. (1)



19' ITCHEN FERRY CUTTER. 8'3" beam, 3'6" draft, 2-1/2 tons displ, cedar on oak. Replica of English fishing smack "Wonder" in "Wooden Boat" #14, but w/cabin & self-bailing cockpit. New, on trlr, could easily be finished this spring. \$3,300.
JOHN HUDSON, Stonington, CT, (203) 572-0711 (work), (203) 535-2234 (home).



24'8" CLASSIC WINSLOW SLOOP, keel/CB, 18' lwl, 7'6" beam, 5' draft (2'3" board up), 1000lbs ballast. Exc cond. Orig hrdwre thruout. Cedar on oak w/mahogany trim. Cuddy cabin w/sliding hatch cover, quarter berths & hinged bronze portholes. 7' water-tight cockpit. 285 sq ft sail area on 37' Sitka spruce mast enough to really enjoy light summer winds. Blt Quincy, MA '38. Fast, powerful & dry. Compl set of designer's plans from Mystic Seaport incl. Slide by the plastic boys in a beautiful rare classic you can be proud of. Asking \$3,500.
JIM REINECK, Hull, MA, (617) 925-3312. (1)

KOBER WOOD KAYAK PADDLE, feathered RH control, 91" long, \$160 new, asking \$95.
STEVE TITCOMB, Jeffersonville, VT, (802) 644-8249. (1)

TWO SAILBOATS. Finn & Enterprise 13, hulls in fair shape, rigging & sails incomplete, both FG, \$300 ea or BO.

PIKE MESSENGER, 32 Boston St. Middleton, MA 01949, (508) 774-1507. (1)

BAUER 10 CB SLOOP, gunter gaff rig, tanbark sails, oars, trlr, ash/teak used lavishly. Blt 7/93, paid \$4,500, asking \$3,500, as new cond.

JOHN DENT, 103 Red Fox Tr., Winchester, VA 22602, (703) 877-2829. (1)

OLD TOWN WAHOO CANOE, sailing model. \$995.
FERNALDS, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (1)



22'6" HARTOG DESIGN, hard chine, cedar on oak, bronze fastened, 75% compl. Plans incl. KENNETH LUDLOW, N. Pembroke, MA, (617) 826-2091 aft 6pm. (1)

WEST WIGHT POTTER 15, '85, exc cond, jib, main, genoa, trlr, cushions, new 2hp Honda. Dry sailed, garaged, \$2,400. RANDY WRIGHT, Merchantville, NJ, (609) 665-2744 eves. (1)

18' DUXBURY DUCK Alden sloop, '47, rblt '91. New trlr gd cond, \$3,900. DAVID HINDS, Wakefield, MA, (617) 245-1283. (1)

19' O'DAY DAYSAILER, main, jib, trlr. \$1,500. HARRIS NEWMAN, Box 147, Gwynedd Valley, PA 19437, (215) 641-1302. (1)

10' HERRESHOFF PRAM, cedar on oak, mahogany transoms & thwarts, copper & bronze fastened. Tows & rows well. GEORGE OVERBAUGH, 69 S. Stonybrook Dr., Marlborough, CT 06447, (203) 295-0693. (1)

20' OLD TOWN CANOE, wood/canvas, older vintage, remarkable cond, dry in water. Maine Fish & Game Dept. stamped on bow & stern decks. Orig decal. \$1,150 or BO. BRUCE BUCKLEY, E. Sandwich, MA, (508) 888-2457. (1)

SMALL CRAFT WARNING 18' rowing shell w/9'9" oars, \$950/BO. MICHAEL MC MANUS, Hingham, MA, (617) 740-2523. (1)

18' HOBIE CAT, lt blue hulls, dual trapezes & harnesses, extra daggerboards, main & roller jib. \$1,200/BO. MICHAEL MC MANUS, Hingham, MA, (617) 740-2523. (1)

30' KNARR CLASSIC SAILBOAT, mahogany on oak, gd sails, sound hull. Nds some TLC & minor deck work. \$3,600. ALEX KAMPE, 17A Grayson Rd., St. Inigoes, MD 20684, (301) 872-5782. (1)

17' SIREN FG SLOOP, small cabin, trlr, 4hp Merc OB, all in gd shape. \$1,500. RICHARD BRIDGE, Laurel, DE, (302) 875-0879. (1)

SAILBOARD, O'Brien "Sensation", gd cond, trade for mountain bike or treadmill of equal value. RICHARD BRIDGE, Laurel, DE, (302) 875-0879. (1)

NORTH END 28, upgraded sailing dory, side & after decks added, Awlgrip, self tending Housley jib, 500# lead ballast, 4 opening ports, 8hp Seagull, trlr. 1st sensible offer takes her. Lying Hobson's Boatyard, Bishopville, MD. NEAL COCHRAN, Frederick, MD, (301) 669-5601, (410) 524-5617. (1)

10-1/2' FG WEE LASSIE CANOE, 28 lbs, \$270. BOB WOLFERTZ, P.O. Box 75, Rosemont, NJ 08556, (609) 397-0141. (1)

WAYFARER #4100. FG on trlr w/all sails. Exc cond. Asking \$1,900 or trade for Laser, J-Y, VW Beetle or two wks this summer in some exotic place. MICHAEL TIMM, 7 Volino Dr., Poughkeepsie, NY 12603, (914) 462-5444. (1)

16' GLOUCESTER GULL DORY, plywood hull, Shaw & Tenney oars, gd shape, \$750. BOB WOLFERTZ, P.O. Box 75, Rosemont, NJ 08556, (609) 397-0141. (1)

420 CLASS SAILBOAT, FG hull, teak rail & brightwork, alum spars, main & jib. Made by Honer Marine in England. '70 vintage, exc shape. Asking \$895, no reasonable offer refused. RON PATTERSON, Wilton, NH, (603) 654-9687. (1)

NORDKAPP HS SEA KAYAK w/retractable skeg, small cockpit, deck pump. White w/black trim, a beautiful boat, used 1-1/2 seasons. \$1,950 new, will sell for \$1,550. Will meet serious inquirees halfway in NE or NY. STEVE TITCOMB, Jeffersonville, VT, (802) 644-8249. (1)

25' VERTUE SLOOP, 1950 British blue water pocket cruiser. Extensively rblt '83-'85 incl many new floors, frames & fastenings, new decks (marine ply, dynel, epoxy). 10hp diesel installed '91. Standing & running rigging renewed '87. Much recent equipment & electronics, Lapstrake pram incl. \$16,500. JOHN LACOCO, St. Michaels, MD, (410) 745-5440. (1)

16' BULLSEYE Herreshoff designed daysailer, Hull #29-62, sail #327. Thurston main & working jib, cockpit cover, OB mount, Danforth anchor & rode, compass, pump, paddle, winter cradle. Treated with TLC for last 17 yrs, located in Lakeville, MA, asking \$3,500.

JONATHAN BRADLEY, N. Monmouth, ME, (207) 933-3536. (1)

BOLGER OLDSHOE CAT YAWL, '91, epoxy/glass, tanbark sails, no trlr. \$1,100. RAY SCHAEFER, Brooklyn, NY, (718) 743-9539. (1)

FREE! Spar & sail for Bolger Brick (et al) with removal of incomplete Brick from garage in NE Vermont. Also FREE 8' Uqbar light sailing pram, peeling paint, in Georgetown, ME. (802) 592-3500 before 9pm. (1)

18' MARSHALL CATBOAT, blt '84, 4hp Johnson OB, green hull, cream cabin & decks, self-contained head, drop-leaf table, painted spars, running lights, shock cord furling gear, all teak trim, lazy jacks, cockpit cushions, sail cover, spring line cleats, bronze step-on rudder, flag halyard, Harken mainsheet system, knotmeter, PFD's, anchor & rode. \$12,500. BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742, (908) 295-1590. (1)

18' MARSHALL CATBOAT, blt '73, w/8hp Palmer IB, sail new '87, sail cover, cockpit cushions, running lights, bronze step-on rudder, lazy jacks, painted spars, opening port, all teak trim, spring line cleats, PFD's, anchor & rode, and more. \$10,500. BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742, (908) 295-1590. (1)

LUGER SOUTHWIND 20' FG SLOOP. Vy roomy. Gd sails & older but vy fine Chrysler electric start OB. Lots of extras. On trlr. \$4,200. MICHAEL TIMM, 7 Volino Dr., Poughkeepsie, NY 12603, (914) 462-5444. (1)

PEEP HEN, '89 on trlr, well-equipped. Bimini top (no side curtains), interior (but no cockpit) cushions, boarding ladder, pottii. Honda 2hp OB available. \$5,000. BILL MC FADDEN, Lebanon, NH, (603) 448-5728 eves. (1)

SAROCA, new, compl w/sail, oars, paddles & covers. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (1)

BOAT PLANS, KITS, NAUTICAL GIFTS. New expanded catalog of boat plans, kits, hard-to-find hardware, etc. Send \$3 for catalog & plans for fun little 10' launch, "Irreducible", PPD. SNUG HARBOR, 18970 Azure Rd., Wayzata, MN 55391. (1P)

MAINE ISLAND LOTS: On Long Island in Harpswell, an affordable parcel of land in a wonderful getaway location. 1.1 acres w/200' frontage on and easterly views over the New Meadows River towards "The Basin". \$52,000. On Pole Island at the entrance to Quahog Bay, 5.2 wooded acres w/730' of deepwater frontage, high easterly views, mainland parking, dock and small boat launching, access to electricity. Call for details on these and other waterfront properties in the southern mid-coast area. PAUL CLARK, Morton Real Estate, (207) 729-1863. (3P)

16' OLD TOWN CANOE, wood/canvas Guides model, vy little use, mint cond, stored under cover, blt '69. Asking \$1,800. KEN ALLEN, RFD #2 Box 227, Monson, ME 04464, (207) 997-3961 6-9pm. (3P)

HERRESHOFF BUZZARDS BAY 15, cedar on oak, blt close to original plans. July completion, buy now, choose color & trim details, bronze hrdwre as original design. \$25,000. LARRY GILLEN, Kansas City, MO, (816) 454-1386. (3P)

ROWING SHELL MOLDS. Approx 24 sets of rowing shell molds et al from Gryphon Marine & Small Craft Inc. Most 20' LOA, different models, also 30'x8'x4' hull mold. Any reasonable offer. Proceeds for non-profit historic renovation of 1890's Baltic Mills, CT. JIM BARANSKI, Norwich, CT, (203) 889-4968. (4P)

ADIRONDACK GUIDEBOATS. The world's largest selection of guideboats and historically correct accessories available from one source. Dozens of models, paddles, oars, yokes, seats, hardware and gifts. Our new "Video Magazine" is now available. INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)

BIRCHBARK CANOE BUILDING COURSE on Superior (Wisconsin shore), July 2-17, 1994, OR July 23-August 7, 1994. \$750 incl lodging. DAVID GIDMARK, Box 26, Maniwaki, QU J9E 3B3, Canada. (EOI)

LONESOME BAY BOAT, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multi-purpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats built today. Light and responsive, its classic early Maine styling and modern materials hull provide you with low maintenance and much pride of ownership. A wide option list enables us to custom build each boat to your specifications. INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)

33' 22 SQUARE METER SLOOP, '27, Abeking & Rasmussen designed/blt. Mahogany on oak, copper riveted, orig curved mast & fittings. Under going restoration. \$7,000/offers. FULL SEA, Greenport, NY, (516) 734-7409. (TF)

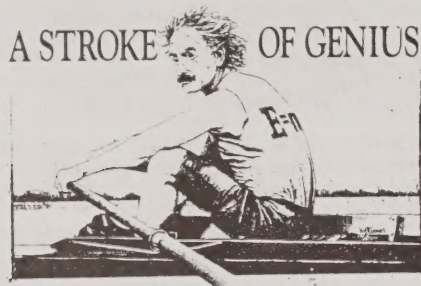
25' AMPHIBICON SLOOP, '57, compl rblt & redone, new floors, keelbolts, Dynel decks, new paint in & out, Awlgrippd spars, etc. 10hp Evinrude '89 in well, legal head/holding tank, new plumbing, wiring, compl galley, 4 berths, DS, speedometer. Fast, spacious shoal draft keel/CB. \$9,000/offers. FULL SEA, Greenport, NY, (516) 734-7409. (TF)

35' CLASSIC JERSEY SKIFF, lapstrake hull by Olson '58, cedar on oak, copper riveted, custom finished w/ laid teak deck & mahogany house (sedan configuration), twin Mercruisers, full galley, hot water, shower, etc. A beauty in vy gd cond. \$11,000/offers. FULL SEA, Greenport, NY, (516) 734-7409. (TF)

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

SUMMER RENTAL. House on Maine island nr Acadia National Park. 3 br, bath, kitchen. View of hbr, hiking trails on property & at other places on island. Fresh water swimming in nearby quarry, launching sites for small boats, sandy beach. \$500/wk, Sat-Sat. Access to island by ferry 6 times daily.
IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121. (TF)

24' SHAMROCK SLOOP, Starling Burgess classic '37 shoal keel/CB daysailer, exc cond, \$3,500.
FULL SEA, Greenport, NY, (516) 734-7409. (TF)



AMERICA'S FAVORITE ROWING SHIRT! 100% cotton T-shirt \$16, Sweat \$30. \$3.50 S&H. M,L & XL. 24 page rowing goods catalogue \$2.
WATERMARK, Box 2732, Kennebunkport, ME 04046, (207) 985-4421. (TFP)

"SAUSALITO WATERFRONT STORIES", \$9.95 + \$2.50 s&h.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)



SEA KAYAK PLANS. "Seguin" is a sleek, lightweight kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 page construction manual.
ROB BRYAN, P.O. Box 475, Woolwich, ME 04579-0475. (TFP)

CANOE/KAYAK PLANS. 16' wood/canvas, can be fiberglassed. Since 1962. Free information.
TRAILCRAFT, 405 State Dept. M, El Dorado, KS 67042. (TFP)

"OUT YOUR BACKDOOR" #6 out now! Like "Messing About in Boats" & "Rolling Stone" blended together, shaken, not stirred. A friendly apertif to whet your wild whistle. New review: "OYB puts guts and humor back into the outdoor scene." \$8 sub.
"OYB", 4686 Meridian Rd., Williamston, MI 48895. (TFP)



CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.
MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17S, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

CANOE LINES, PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip-built or wood/canvas construction.
FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

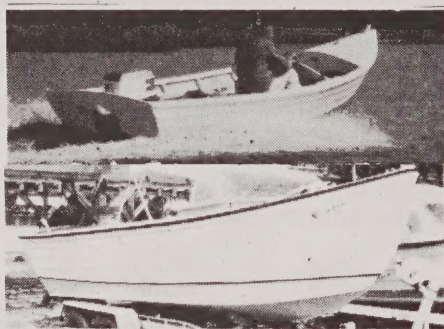
There is nothing— absolutely nothing—

half so much worth doing



as simply meaning about in boats.

SILKSCREENED T-SHIRTS featuring original illustration and famous quotation from "The Wind in the Willows". Short sleeve \$17.50 (100% cotton, light blue or natural). Long sleeve \$22 (100% cotton, natural). Sweatshirt \$27 (50/50 gray). M,L,XL. Postpaid.
DESIGN WORKS, Dept. MC, Box 880, Silver Spring, MD 20918. (TFP)



SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy, fast with low power, light, simple plywood lapstrake construction. Detailed plans and directions; no lofting. **SEA SKIFF 18** (photo above) featured in "SBJ" #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30. **SEA SKIFF 20** (photo below), the big offshore fisherman. 19'4"x7'6"x10" draft, 50-70hp. Plans \$45. Information on both \$1.
CAPE FEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

"SLEEPER", 7'10" car-toppable sailing cruiser. Slps 2 below decks. Plans \$35, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

WANTED

SAIL COVER for gaff mainsail, about 14' long.
HOLT VIBBER, Waterford, CT, (203) 442-7376. (24)

BOLGER CRUISING SHARPIE, Martha Jane, AS-19 or similar small ballasted trailerable type. Prefer sailaway but will consider any cond or stage of compl. Will also trade +/- cash for my Bolger Light Schooner in perf shape on trlr ready to sail.
CHARLES ANDREWS, Kent, OH, (216) 678-3010. (24)

OLD FOLBOT OR KLEPPER SINGLE still in gd shape. If you have one you'd like to get rid of write to me stating cond and your lowest price.
GEORGE HUME, 22906 Ward St., Torrance, CA 90505. (24)

FOLBOT STERN CASTING that holds rudder, c. 1969. Folbot no longer stocks. Can't sail w/it.
SAM DOUGLASS, 7 Florida Ave., Winooski, VT 05404, (802) 655-7313. (24)

CAL 21 SWING KEEL.
BILL RIXON, Freeport, ME, (207) 865-9632. (4P)

5-10HP DIESEL, single cyl in reasonable or rebuildable cond. Bronze items, wheel, ports, cleats, etc. for small tugboat.
CHARLES AKERS, Orlando, FL, (407) 658-0622 eves. (24)

WEE SCOTT INFO.
DAVE RANTA, 211 Pine Hill Rd., Cape Neddick, ME 03902. (24)

SEAGULL OB, longshaft w/lighting coil.
LEE HODSDON, Durham, NH, (603) 659-7934. (24)

USED 16' CRAWFORD SWAMPSCOTT DORY or similar w/FG hull in gd cond. Preferably located within 2 hr drive of Washington DC.
RALPH NESBIT, 10704 Hayes Ave., Silver Spring, MD 20902.

VENETIAN GONDOLA INFORMATION, builders, restorers, whatever.
RICH MORGAN, 52 Heatherwood Hill, Audubon, PA 19403.

OLD TOWN INFORMATION, about the canoes and the Old Town Canoe Co. that you would like to share. History of the company is being compiled.
SUE AUDETTE, 41 Pine Woods Ln., Mansfield, CT 06250, (203) 456-4906 eves or lv message. (24)

CANOE SAILING RIG for wood/canvas canoe. Will consider both rig & canoe if canoe is restorable.
GIL CRAMER, Rt. #4, Bryan, OH 43506, (419) 636-1689 aft 3pm. (24)

SEXTANT, no plastic please. Have marine radio, interested in trade.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (1)

12'-14' TRADITIONAL DAYSAILER, Sturdee Cat, Arey's Pond Cat, Melonseed, Whitehall, etc. FG hull preferred, w/trlr.
PATTI BURNS, Cambridge, MA, (617) 576-6273. (1)

LUGER WESTWIND/SOUTHWIND OWNERS in Chesapeake area to share info.
GARRY CERRONE, 5108 Franklinton Rd., Baltimore, MD 21207, (410) 448-4091. (1)

FORCE FIVE OR ZUMA in fair to restorable cond, bare boat OK. Details please.
ALFRED CURRAN, 119 Sefton Dr., New Britain, CT 06053. (1)

FOR ROB ROY 23. Bow pulpit, boat manual, mainmast & sails. Pulpit can come from any boat, call w/measurements.
ALBERT HABERLE, 2 Elm St., Noank, CT 06340, (203) 536-6656. (1)

DROP IN SLIDING SEAT, rowing rig for canoe or similar boat, or a Whitehall type rowing boat, FG OK but not a shell.
SCOTT CUNNINGHAM, 40 Elm St., Concord, MA 01742, (508) 369-0222. (1)

NEW OR USED SAIL for Marshall marconi rigged Sanderling catboat.
JIM SHEPARD, Box 794, Valdez, AK 99686. (1)

WHITEHALL or similar ltwt rowing boat, 13'-15', FG or wood.
PETER BRENNAN, 9 Brook Hill, Norwalk, CT 06851, (203) 847-5793 eves. (1)

BOOKS/PLANS FOR SALE:

"CANOEING JOURNALS OF JAMES S. CAULEY, 1915-1919", available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of "Exploring the Little Rivers of New Jersey", these journals were rediscovered and now printed for the first time. \$10 postpaid.
NANCY C. JEROME, RFD #1, Box 202A, Waitsfield, VT 05673. (TFP)

BOATING BOOKS, call or send for list, books will be mailed postpaid.
JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206. (24)

NEW BOOKS. "Sailing Alone Around the World", Slocum, \$10. "The Marlinspike Sailor", Smith, \$7.50. "53 Boats You Can Build", Henderson, \$6.50. "Pocket Cruisers for the Backyard Builder", Gerr, \$6.50. "Fifty Wooden Boats", "Wooden Boat", \$5. "Build the New Instant Boats", Payson, \$10. "Build the Instant Catboat", Payson, \$5. "How to Build the Gloucester Light Dory", Payson, \$4. "How to Build Boat Trailers, Witt, \$5. "Sailing on a Micro Budget", Brown, \$9. "Sailing America", Brown, \$9. "Cruising Guide to the Florida Keys, 7th Edition", Papy, \$9. "The Chinese Sailing Rig, 1984", 69pg pamphlet, Van Loan, \$5. "The Coastal Cruiser", Gibbs, \$7.50. "Better Boat Handling", Sleightholme, \$7.50. "A Manual of Single Handed Sailing", Meisel, \$5. Add \$1 postage for each title.

PAT GIORDANO, 438 Acorn Hill Rd., Olivebridge, NY 12461, (914) 657-2889. (1)

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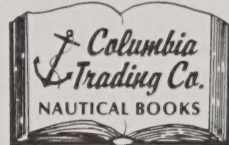
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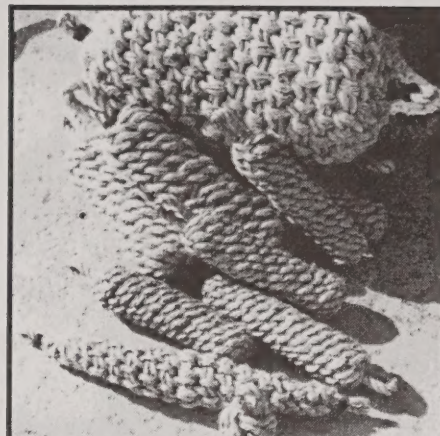
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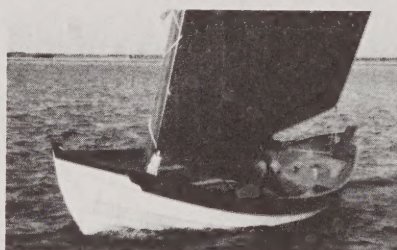
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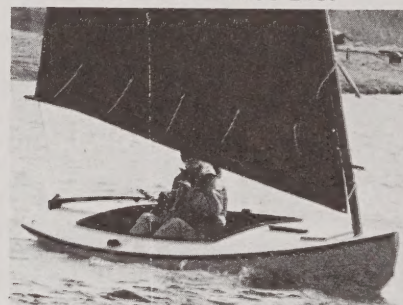


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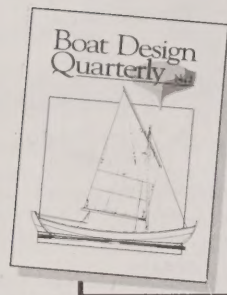


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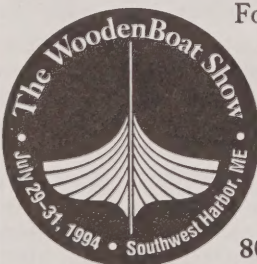
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